

# ALL HANDS



MAY 1971







# ALL HANDS

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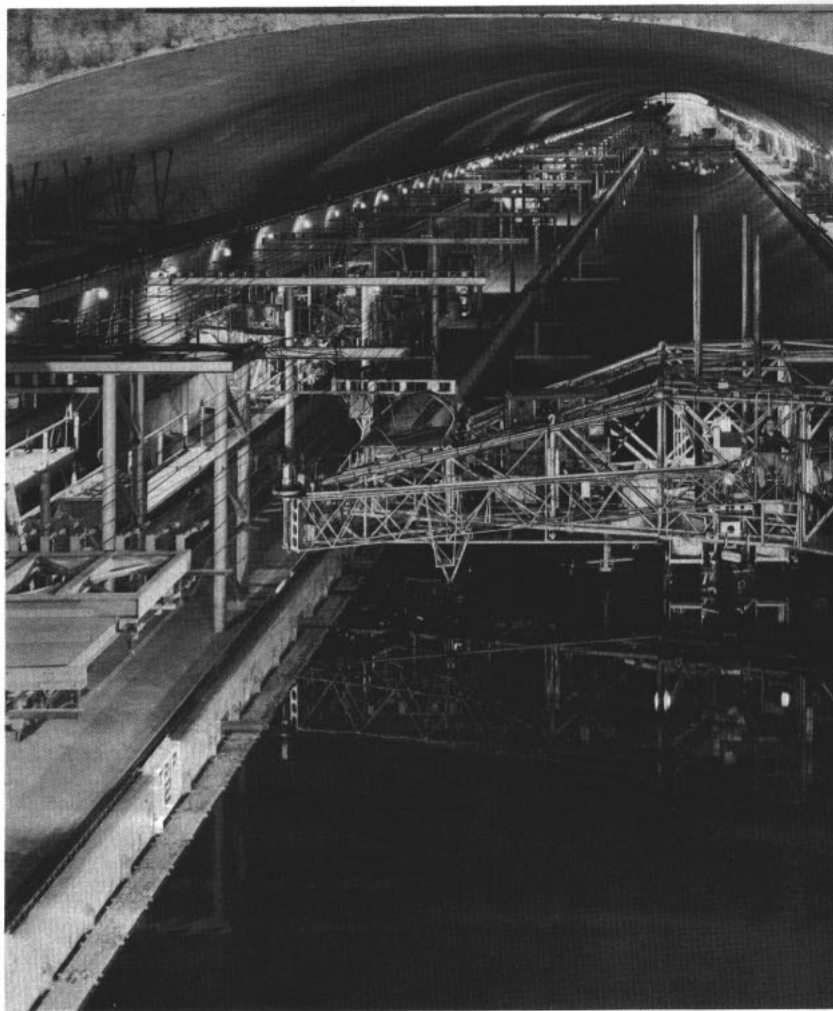
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• **FRONT COVER: BEFORE THE MISSION** flight deck crewmen sit beside an F-4 Phantom II awaiting the arrival of the pilots on the flight deck of USS Forrester (CVA 59). Drawing by ALL HANDS Art Editor Michael Tuffli is adapted from a photo by PH3 W. R. Curtsinger.

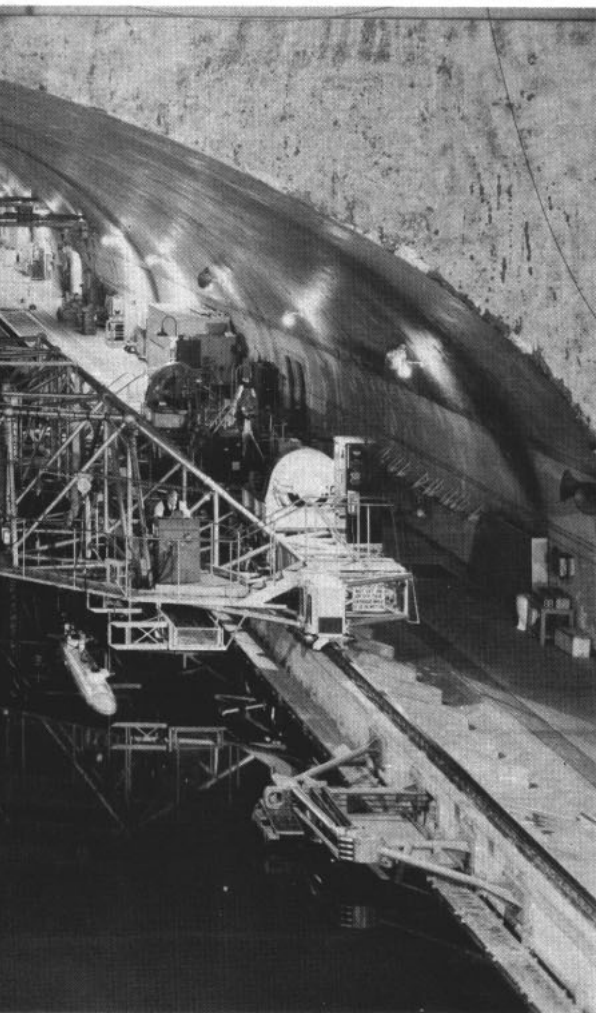
• **AT LEFT: THREE OF A KIND**—USS Hepburn (DE 1055), USS Gray (DE 1054) and USS Roark (DE 1053) moored together in Yokosuka, Japan. Hepburn, which has been operating with the U. S. Seventh Fleet since January, was joined recently by her sister ships, Roark and Gray, to form the first major deployment-in-force of the DE 1052 Class Destroyer Escort. Photo by F. Ingles.

CARDROCK

## NAVAL SHIP RESEARCH & DEVELOPMENT CENTER







The two principal towing tanks at the Naval Ship Research and Development Center. The larger one is 3078 feet long, 51 feet wide and from 10 to 22 feet deep. The high-speed tank, to the left of the trolley system, is 2968 feet long, 21 feet wide, and from 10 to 16 feet deep.

CARDEROCK, MD., IS A QUIET, WOODED PLACE on the banks of the Potomac not far from the nation's capital. One would scarcely guess that it is a place where vicious waves batter ship hulls or where fragile planes buck the turbulence of aerial storms. Nevertheless, that's what happens.

The ships and planes, however, are only models, the oceans are artificial and the aerial storms are but tempests in wind tunnels.

Carderock is the home of the Naval Ship Research and Development Center which, actually, is divided into three parts; the David Taylor Model Basin which, itself, is at Carderock; the Marine Engineering Laboratory which is located at Annapolis, Md., and the Mine Defense Laboratory at Panama City, Fla.

It is also the place where the Navy's ship and aircraft experts learn how ships and their machinery as well as aircraft are likely to behave in their honest-to-goodness elements.

If a shipyard actually had to build a ship without knowing beforehand how it might perform, there would undoubtedly be repetitions of disasters like the 17th century launching of *Vasa*, the pride of the Swedish Navy. In the presence of the royal court and the people of Stockholm, the majestic *Vasa* slid proudly down the ways, only to sink from sight before she cleared the harbor.

*Vasa* was a new design and, had her model been tested at a place such as Carderock, she undoubtedly wouldn't have come to such a sad and untimely end.

TO SIMULATE THE GENUINE CONDITIONS a ship or plane (and some weapons) are likely to encounter, the research center uses a variety of basins, wind tunnels and other test facilities to simulate conditions on and under water and in the air. The engineers at Carderock will gladly tell the Navy how a ship will interact with the sea; how strong she and her components will be; and how silent or noisy they expect her to be.

In the field of aerodynamics, the experts perform the same general function—testing the interactions of wind on future flight vehicles and their external weapons.

To perform these considerable feats of prophecy, Carderock has been given ample tools. It has a variety of basins, towing carriages, water tunnels, pressure tanks, wind tunnels and computers.

Of all this scientific array, probably Carderock's testing basins are the most impressive. Any kind of scaled down sea condition can be duplicated in them. By using these artificial seas to float model hulls, engineers can determine whether or not a design should be accepted for production.

The Ship Research and Development Center's deep-water basin, for example, can produce in miniature almost anything the sea has to offer. The basin itself, like most at Carderock, resembles a long canal under a roof.

It is, in fact, 2775 feet long and its wave-making machines can produce waves which meet a ship test model head on or, upon demand, the computers

which control the turbulence will whip up following waves of uniform length and height, random long-crested seas and transient waves up to two feet high and 40 feet long.

**W**HEN THE BASIN'S WAVES BATTER A SHIP MODEL, which could be as long as 32 feet, Carderock's engineers learn much concerning the seakeeping qualities and propulsion characteristics of the real ship in heavy seas.

River craft and other smaller scaled models are given a preliminary workout in the 303-foot-long, 10-foot-deep basin. The nearly one-and-a-half-million gallons of water in this tank can be varied to simulate rivers, canals or restricted channels. One end of the shallow basin joins the deep-water facility and doubles back to form a "J"-shaped curve. Here, ship models can be subjected to tortuous maneuvering exercises and 180-degree turning tests.

The high speed basin is nearly 3000 feet long and is the lengthiest of Carderock's collection. It is used to test models of fast-moving hulls, hydrofoils, submarines, torpedoes and other underwater objects which travel at speeds up to 60 knots.

As in the other basins, tests are made realistic by a pneumatic machine which can produce waves of uniform length and height.

**T**HE RUNT OF THE BASIN LITTER is only 142 feet long and is used for special problems which don't require the more elaborate facilities of the larger basins. The models tested here usually are no longer than five feet, and are towed through the water at no more than six knots.

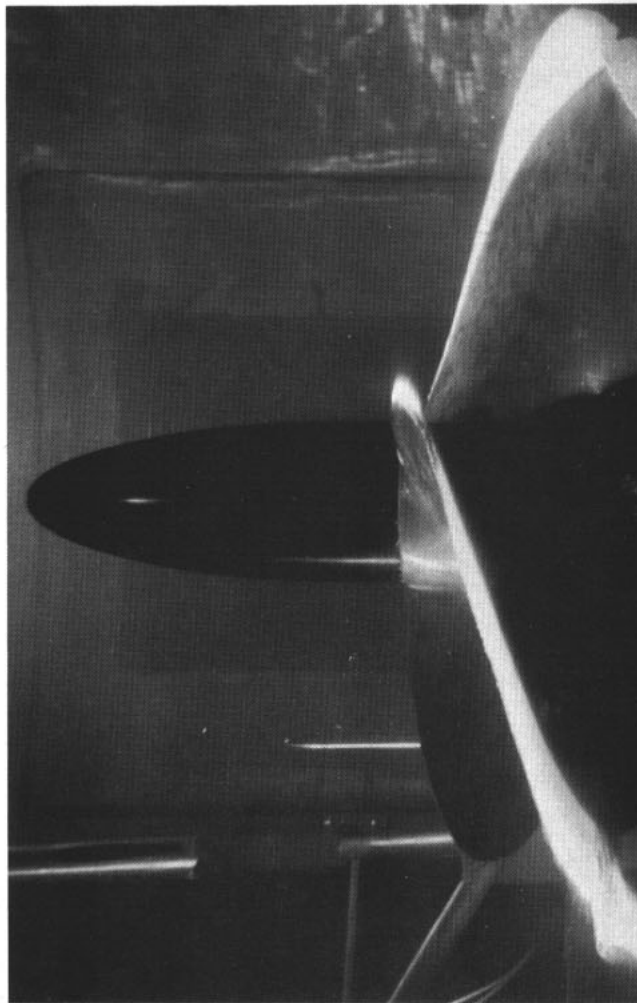
When the occasion demands, a pneumatic machine can whip up waves 12 feet long and 13 inches high. If Carderock's engineers want to photograph the model's behavior in the water, they can do so by turning on the 50-kilowatt lighting system and snapping away.

The maneuvering and seakeeping qualities of a ship's model are given a thorough testing in the facility called MASK (which, logically enough, stands for maneuvering and seakeeping).

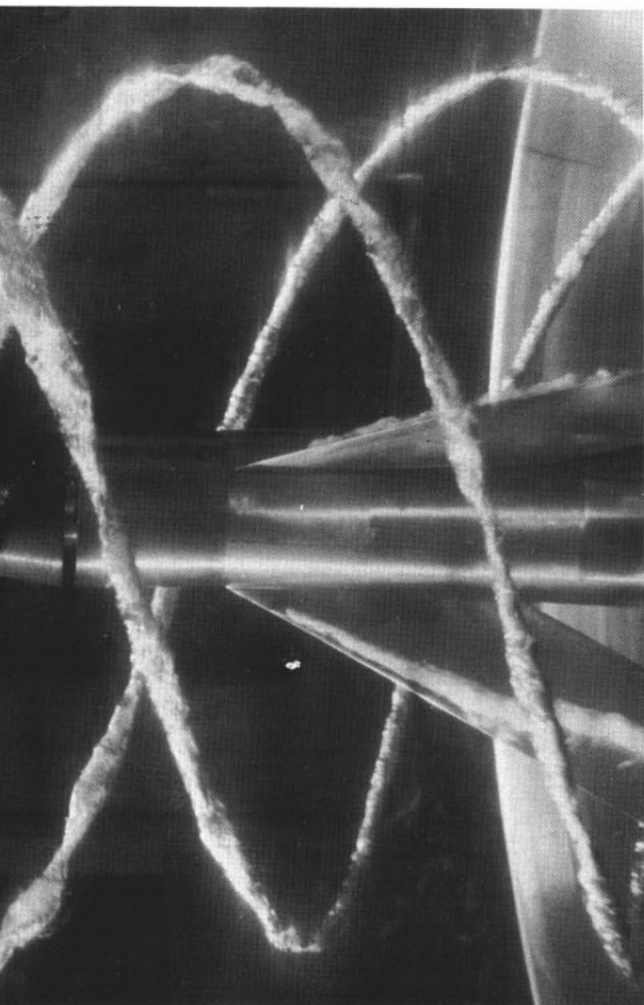
Two basins comprise the MASK facilities. One is used primarily for testing models in an environment which closely resembles that of the ocean and the other investigates course stability of surface ships, submarines and anything else which moves under water.

When engineers want to learn why an existing ship loses speed at sea or when they want to know how a new design will act in rough seas, they turn to the maneuvering and seakeeping basin. Here, they can also learn how easily surface ships and submarines can be maneuvered and controlled in both smooth and rough waters, as well as details concerning a sub's performance while running near the surface in waves.

On two sides of the basin, there are pneumatic wavemakers. Their size and shape are controlled by computers and anything can be reproduced—even conditions not likely to be found in any of the world's oceans. A playful engineer once programmed an ef-







A 24-inch propeller mounted in the 36-inch variable pressure water tunnel shows heavy tip cavitation. This design was once used on the old destroyer USS Hamilton, but has now become a classic research propeller because of the extensive test data which has been accumulated on it.

fect, resembling a skillet full of popcorn which had run amok.

**L**ESS PLAYFUL TECHNICIANS are more likely to program waves up to 40 feet long and 24 inches high. When the combers reach the opposite side of the basin, they are blunted by concrete absorbers.

A 376-foot-long steel bridge spans the basin and resembles an ordinary suspension bridge. A rail system traverses the span and carries a 15-knot model-towing carriage.

Unlike most bridge rails, however, these are on the span's underside.

Certain features make this unlike other bridges—trolley wires are suspended underneath to provide power for model motors, carriage drive, instruments and control. A trolley suspended from the underside carries test personnel.

Another difference—the bridge itself is mounted on rails and can traverse one-half the basin's width rotating through angles up to 45 degrees from its centerline. This might prove to be a disadvantage on most bridges but here it permits models to be towed in either head-on or following seas of any angle from 0 to 90 degrees.

There is ample room for maneuvering in the basin. Its rectangular shape measures 50 feet across at its widest point. One side is 360 feet long. Free-running submerged models are tested in its deepest portion, which is 35 feet deep.

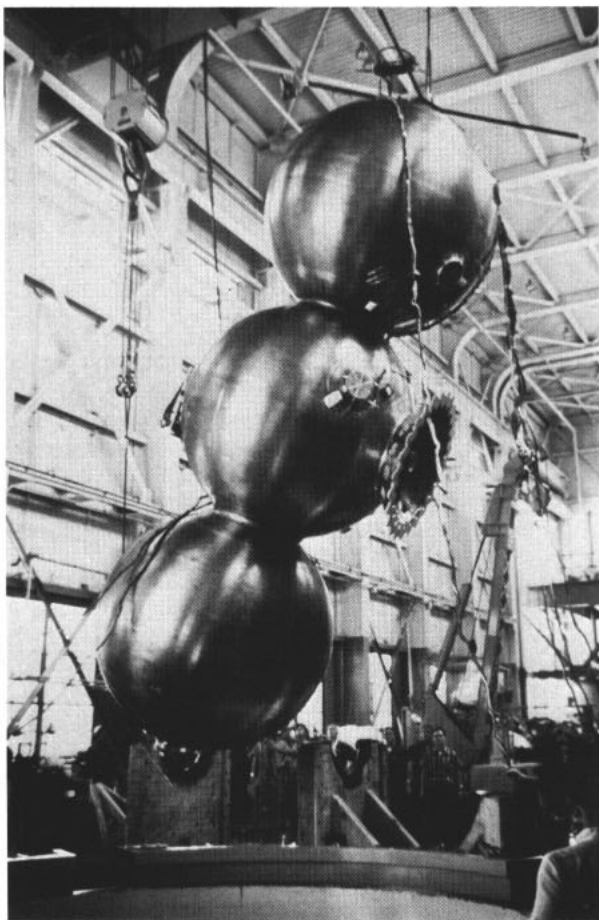
**T**HE SECOND OF THE TWO MASK FACILITIES is a circular basin (called the Rotating Arm Basin), 260 feet in diameter, through which models are towed in circular paths by a rotating arm.

The object of the tests conducted here is to determine the forces needed to induce and maintain the turn.

The basin is big enough to permit 20-foot models of submarines and 30-foot models of surface ships to be tested and, in fact, considerable work has been accomplished in establishing—in advance of production—the abilities of high-speed submarines, torpedoes, air cushion vehicles and hydrofoil craft. The rotating arm, which gives the basin its name, is pivoted from a central pedestal and driven by wheels mounted on its outboard end. These ride on rails mounted along the side wall.

All the basins have towing carriages which are suspended over, but run on rails around, or on either side of, the basin. Through the use of booms or towing girders, the carriages pull the models through the water and form a kind of link between the model and its sensors and the computers which compile data on the model's behavior in its artificial environment.

But getting a preview of a ship hull's behavior isn't the extent of Carderock's aquatic research. The tests also forecast the future behavior of propulsion agents. To accomplish this, there are three variable pressure water tunnels through which jets of water are forced to produce data on the cavitation of ship and torpedo propellers. Water speeds range from 14 to 50 knots.



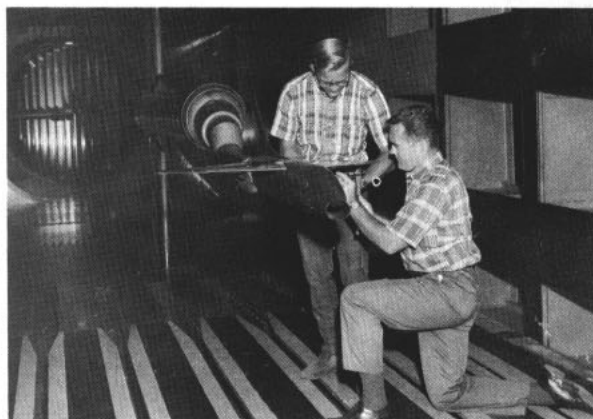
Above: The Deep Submergence Rescue Vehicle (DSRV 1) is lowered into a pressure tank for testing at the Naval Ship Research and Development Center. Right: Engineers of the Aerodynamics Laboratory adjust a test model.

ONE OF THE MORE SIZABLE TEST FACILITIES of this type is the circulating water channel, which has an open test section 22 feet wide and 60 feet long. A nine-foot-deep stream of water flows through the section at more than 10 knots.

The object being tested remains stationary inside the channel while the forces exerted by the moving stream are measured by dynamometers. Windows placed in the side and bottom walls permit observation.

High pressure testing is another of Carderock's fortes and one entire building is devoted to it. The building's interior resembles a large room filled with naval guns pointed downward through the floor. These are the test tanks in which models of submarines are tested under static conditions and under pressures which equal those found in the deepest oceans. It was here that the Navy's new Deep Submergence Rescue Vehicle was tested.

In connection with pressure and strength, there are other facilities at Carderock which test the endurance of materials under the weight of heavy loads in both hot and cold climates. By using dummies, the effects of pressure upon the human organism are tested, too.



## Carderock's Studies Cover Full Range

A complete listing of activities undertaken by Carderock's Naval Ship Research and Development Center would not be feasible here. The following, however is a nutshell rundown of the Center's interests:

- **Submarine Quieting:** Submarine noise trials are conducted to make subs quieter, hence less detectable by an enemy.
- **Ship and Submarine Structures:** High-strength steels and other materials are developed and tested. This research results in stronger ships and deeper diving submarines.
- **Advanced Ships:** Participation in new ship designs developed for the Fleet. Two notable

examples are the Deep Submergence Rescue Vehicle (DSRV) and the Hydrofoil Gunboat, both of which are in the Fleet now. The Surface Effects Ship (SES) is considered to be still in the development stage, even though it has established a reputation for itself in the Republic of Vietnam. The SES is capable of traveling on a cushion of air over land and water of any depth—including marshlands.

- **Ship Protection:** Explosion tests in the air and underwater are conducted against ships and equipment to make them sufficiently tough to survive a wartime environment.

- **Personnel Protection:** This category is self-explanatory. Developments which saved lives in Vietnam include special shock protection seats for riverine craft which protected Navymen from the impact of exploding mines. New armor plating methods were also developed. The new



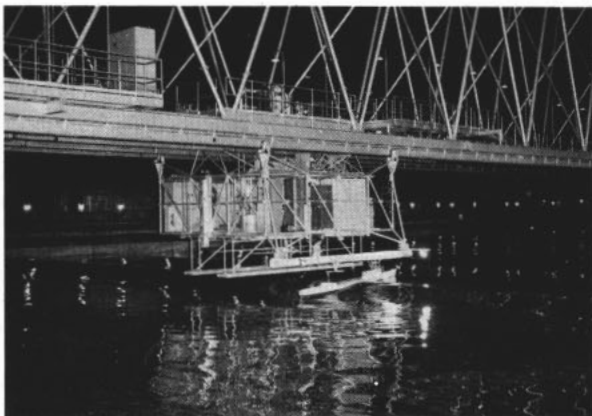
**I**N ADDITION TO MARINE TESTING facilities, there are wind tunnels at Carderock, to test flying objects at all speeds—subsonic, transonic, supersonic and hypersonic.

As in the circulating water channels, the object being tested remains stationary within the tunnel while it is subjected to jet air streams. These exert pressure against the surface of the test objects while computers record the results of the tests. The object being tested can also be visually observed and photographed.

The laboratories at Carderock, Annapolis and Panama City are only part of the Naval Ship Research and Development Center. There are smaller satellite activities at Portsmouth, Va.; Langley Field, Va.; Port Everglades, Fla.; and Bayview, Idaho. A Hydrofoil Special Trials Unit is based at the Naval Shipyard, Bremerton, Wash.

Between them, Carderock and the other laboratories engaged in naval ship research and development strive to tell the Navy how a ship or airplane is likely to perform before it is placed in production as well as how an underwater or airborne weapon can be expected to swim or fly.

—Bob Neil



Left: A 16-foot model of a high-speed replenishment ship traverses irregular, long-crested waves in the Maneuvering and Seakeeping facility. Above: The Development Center designed shock protection chairs and platforms to protect personnel in Vietnam.

plates were installed on small boats and landing craft to protect them from enemy high-velocity shells fired from the shore.

- **Mine Countermeasures:** New drone mine-sweepers were designed. Commercial facilities built them for use in clearing Southeast Asian waterways.

- **Aircraft Weapons Systems:** New weapons configurations and attachment systems are being developed to simplify the attachment of weapons to planes. Carderock also improves the aerodynamics of the weapons and their accuracy when released from aircraft in flight.

- **Ship Hydrodynamics:** Models of all new ship hulls and propellers are tested at the Center before the Navy accepts them for production.

- **Computer Applications:** The Center has applied computer methods to the design and development of ships and submarines.

## Center Is 4 Years Old

The Naval Ship Research and Development Center was established on 31 Mar 1967 with the consolidation of the David Taylor Model Basin, Carderock, Md., and the U. S. Navy Engineering Laboratory at Annapolis, Md. On 1 Nov 1967, the U. S. Navy Mine Defense Laboratory, Panama City, Fla., became the third component of the Center complex with headquarters located at Carderock.

An experimental model basin was located at the Washington Navy Yard in 1898 and, for many years, ship models were tested there.

By 1936, however, the Navy Yard facility had been outgrown and was replaced by the 186-acre facility at Carderock which provided solid bedrock on which to build the towing tanks and other projected research facilities. In 1939, the David Taylor Model Basin began operations.

WITH LOTS OF SALT

# navy potpourri

**T**IME WAS when ALL HANDS Magazine carried features known among its staff as "fixtures." They had nothing in common with plumbing but were so called because they appeared every month and endeavored to treat offbeat subjects for which the regular columns of the magazine were unsuited.

Fixtures appeared month after month until they became a casualty of the magazine's changing appearance several years ago, although the offbeat material still appears from time to time in varying forms.

Old-timers may recall such columns as "What's in a Name?", "Way Back When," "How Did it Start?", and "Now Here's This." There were also short fixtures like "Builders of the Navy" and "Sea Chanteys."

Whimsical cartoons always accompanied fixtures from which Navymen could accumulate a number of erudite facts. For example:

**A**N ENLISTED MAN'S OVERCOAT is called a **PEACOCK** or pea jacket because it originally was made from a heavy coarse cloth called *pije* or *pij* by the Dutch. Inasmuch as the Dutch pronunciation approximated the English word *pea*, it passed into our language in that form.

Fixtures also told Navymen that the word **CHIT** originated in the days of the British East India Company when Hindu traders used slips of paper called *chithi*

sailors, who began using the word "chit" to mean any piece of paper from a pass to an official letter.

Officers who wondered why they gathered in a place called the **WARDROOM** could learn that 18th century British ships had a compartment below the "great cabin" which was called the "wardrobe." It was used to stow valuable articles taken from prize ships.

The officers' staterooms were nearby and, when the wardrobe was empty, and particularly on cruises out, the lieutenants met there for lounging and for meals.



In time, the compartment was used entirely as an officers' messroom and the name was changed to wardroom.

Navymen who have pushed a **HOLYSTONE** over the deck might be interested in learning that holystones probably were so-called because they were fragments of monuments from St. Nicholas Church in England. The fact that sailors who used them did so on their knees also may have produced the name.

As late as 1931, holystones rated a Navy directive limiting their use to removing stains because of their abrasive effect on teakwood decks.

**T**HE WORD SKYLARKING was coined at sea to express the fun enjoyed by young seamen who would scramble to the fighting tops of warships and descend to the decks by sliding down the backstays.

It was a kind of follow-the-leader game that required guts and stamina, but the old-timers took a dim view of the goings-on. They would grumble that the kids



for money in lieu of carrying heavy bags of gold or silver.

The word was shortened by British and American



weren't getting their work done so a man who wanted to get ahead in the Navy didn't go skylarking too often.

Another esoteric fact included the origin of **PORT-HOLES** which made their appearance in the 15th century when King Henry VI of England wanted heavy guns placed elsewhere than the forecastle and after castle.

A shipbuilder named James Baker solved the problem by piercing the sides with round holes through which the guns could fire. The word "port" was derived from the French *porte*.

Navymen in trouble with their wives, after reading an **ALL HANDS** fixture knew that even the **DOGHOUSE** they inhabit originated aboard ships (of the merchant marine) and under rather dismal conditions.

During the 1800s, masters of some merchant ships allocated every available space, including officers' cab-



ins, to their cargo. The officers were then given boxes on the poop deck in which to live.

Inasmuch as the boxes looked as if they would accommodate a large dog more appropriately than a human being, they were called doghouses and the name stuck. From the merchant marine it passed on to the Navy and eventually moved ashore.

**L**UCKY BAGS, according to past experts, were far from lucky in the early part of the 19th century. Lost and found articles ended up in the lucky bag then as they do now, but there was a difference.



Once a month (at least on a cruise of *uss Columbia* in 1838), the bag was brought to mainmast and the owners whose names appeared on the articles got them back—but—with several lashes as not-so-gentle reminders of their carelessness.

Anyone who has found himself at loggerheads with a situation might not know that a **LOGGERHEAD** was once a long-handled iron implement that was heated in the galley range and then used to soften pitch.



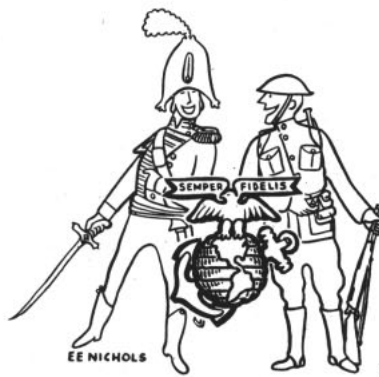
The loggerhead would be plunged into a bucket of pitch to soften and melt it so it could be used with oakum in caulking the seams of deck and sides.

Everyone in the Navy and practically everyone else has heard of mess calls, mess halls, mess jackets and other connotations using the word **MESS**.

Not everyone, however, may know its origin or be acquainted with early mess practices.

The old Navy had its mess "kids" which referred to large wooden serving tubs—not to children. Sailors sharing the same tubs soon became known as mess-mates.

The origin of the word mess is obscure. It may have been derived from the Latin or Spanish words for table or an Old French or Gothic word meaning a dish. In early English usage, the term "mess" denoted four and was often used in referring to small groups of that



number into which companies at banquets were divided for purposes of being served.

**A**NYONE WHO HAS HEARD of Hampton Roads or Roosevelt Roads may wonder why a ship would be

found in either. If he had read a 1954 fixture, he would know, however, that a **ROAD** can be an anchorage where vessels may either wait to enter the port or anchor for a time after leaving and before going to sea.

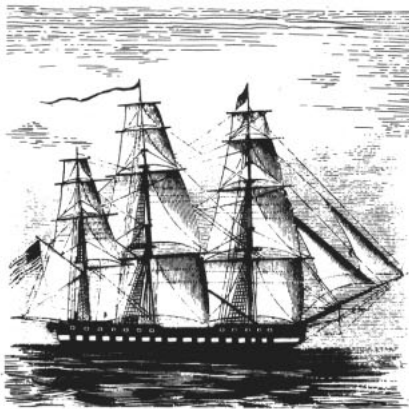
And did you know that **LEATHERNECKS** apparently acquired their name because of the leather-lined collar



or stock Marines used to wear as part of the corps' uniform?

In 1956, devoted fixture readers learned that **BARNACLES** live in what are virtually laminated fortresses. They spend their time standing on their heads and kicking food into their mouths with their feet.

Barnacles are both male and female and therefore multiply rapidly and thrive on salt water. They accumulate rapidly on ships' hulls, slowing the ships down



perceptibly. Badly fouled ships, in fact, have been known to carry 200 tons of marine life.

In addition to slowing a ship, barnacles also loosen paint and other protective coatings from a metal hull, causing it to be exposed to rust and other erosion.

Naturally, the first people who ever got **SQUARED AWAY** were Navy men. The expression "to be squared away" no doubt stems from the days of sailing ships when the seamanlike appearance of a ship was often judged by her rigging.

Square yards were absolutely essential for a shipshape appearance. To permit the yards to be cock-billed, except in a time of mourning, was a disgrace.

**H**AVE YOU EVER been given the **RUNAROUND**? Of course you have. In the old Navy, however, getting the runaround was more fun than it is today.

On a battleship of the Great White Fleet, for example, a band played lively marches on deck when the order for the runaround was given. According to a contemporary account, it was the Navyman's opportunity of moving a little faster than usual.

In double-quick time each section ran in an ellipse for five minutes, the sailors usually being barefooted at this time of day. "They dodge in and out of the sunlight and shadow, laughing and showing the gaiety of their feeling."

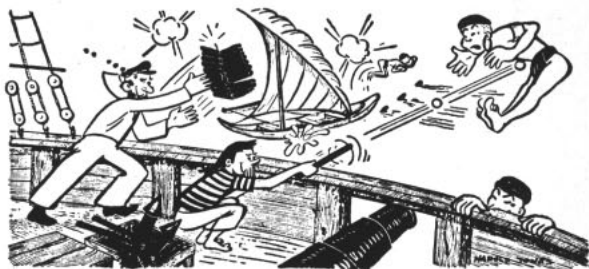
Fixtures not only covered little-known facts that came from days long gone; they also told Navy men about offbeat happenings in the contemporary Navy like airlifting moose to a mountaintop in Maine, or transporting green sea turtles throughout the Caribbean area.

**A**S MIGHT BE EXPECTED, the supply of offbeat and little-known information had its limits and, after the initial reserve was depleted, **ALL HANDS** staffers were hard put to come up with a new and interesting fixture every month.

In fact, a staffer who was responsible for supplying a monthly sea chantey threw in the towel and submitted one of his own inventions which consisted of a couple of verses of "yo ho ho heave hos."

Fixtures sometimes chronicled footnotes to history such as the time in 1840 when the American brig *Independence* was becalmed off Sumatra without ammunition and was nearly boarded by pirates.

When the alarm was given, the captain exhibited a little Yankee ingenuity and, tearing open a case of fire-



works, began shooting rockets and Roman candles into the would-be boarders.

One of the pirate leaders was hit in the stomach by a Roman candle and a boatload of the brigands withdrew. The captain threw another box of fireworks



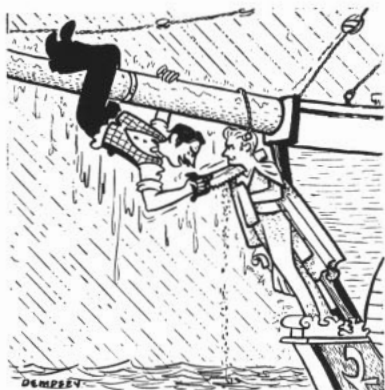
which was about to explode into the only remaining pirate boat and, when the box split open with exploding rockets and whirling pinwheels, the pirates decided their bare legs would be safer with the sharks than with the fireworks and abandoned ship.

**T**HEN, THERE WAS THE TIME USS *Constitution's* figurehead was damaged in a battle with the Barbary pirates. Someone proposed it be replaced by an image of Andrew Jackson holding a scroll representing the Constitution in his hand.

The design was approved and woodcarvers went to work, but there were complications. Boston was not known as a hotbed of ardent Jackson supporters. In fact, Old Hickory was so disliked by Bostonians that there was talk of tar and feathers for the commandant in whose shipyard the work was being done.

Despite the unpopularity of the new figurehead, however, work continued and President Jackson took his place on *Old Ironside's* bow with the result that the ship was under constant guard as long as she was in Boston.

Vigilance notwithstanding, however, a bold young



man was towed in a small skiff under *Constitution's* bow, where he broke out a saw and proceeded to decapitate Old Hickory.

The young man became such a hero in Boston that he was later able to travel to Washington with impunity to present his trophy to the Secretary of the Navy.

Years later, the controversial carving was removed from *Constitution* and taken to the Naval Academy Museum at Annapolis.

**T**HERE WAS ALSO the story of Navy aid to San Francisco after the 1906 earthquake. USS *Preble* and USS *Perry* were ordered to proceed to the stricken city and *Preble* anchored at the foot of Howard Street to serve as a hospital ship.

Crewmen from *Perry* and city firemen set to work laying hoses, some of which reached 11 blocks from the docks into the city. But many of those who began

fighting the fire left to look after their own families, leaving the Navy with the responsibility of fighting the fire and enforcing the law.

When the fire was stopped at the Embarcadero, *Perry's* crew turned its attentions to Rincon Hill and the work of shifting hoses, spraying and dynamiting buildings, and rescuing victims continued through four sleepless days.

The fire was brought practically under control by Saturday, 21 April, and by the following Monday, several units of the Pacific Squadron steamed in to relieve the tired Navy firefighters who returned to their ship for a well-earned rest.



**A** 1951 *FIXTURE* chronicled what could only be called a sailor's nightmare. The story concerned a rehearsal for the formal surrender of Japan which took place on board USS *Missouri* (BB 63) on 2 Sep 1945.

Several days before the ceremony, 250 crewmembers filling in as admirals and generals played their roles with determination, but the final day before the ceremony, a dress rehearsal was held.

At a signal, a working party of sailors was brought to the "Mighty Mo" by launch from a nearby destroyer and a mystified young seaman in dungarees was told to climb one of the battleship's ladders and walk on board.

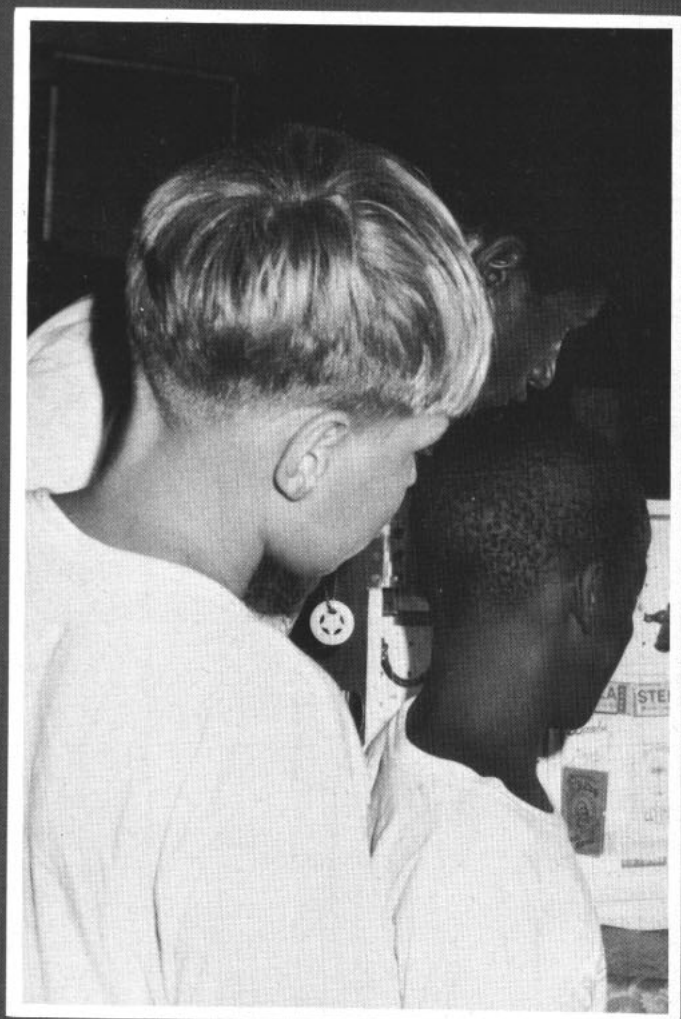
The poor guy didn't know he was a stand-in for General of the Army Douglas MacArthur.

As the seaman approached the quarterdeck, Admiral William F. Halsey (then Commander Third Fleet) and *Missouri's* Commanding Officer, Captain S. S. Murray, stepped forward to greet him.

Guns boomed and a band blared "Ruffles and Flourishes," a double row of sideboys snapped to salute, a 90-man Marine guard of honor presented arms, a red flag with five white stars unfurled at a yardarm, and the band struck up the National Anthem.

It isn't clear how "General MacArthur" reacted to his sudden recognition, but one of the more conservative reports described him as unnerved to the point of being unable to return the salute.

—Robert Neil





# CONCERN WITH YOUTH

## Navy Camps are a Great Success

**A** NAVAL STATION can be a pretty exciting place for a youngster anytime. Most of us can remember (from when we were kids) the magic appeal of ships and airplanes.

If the children are from the city and might not make it to summer camp otherwise, a naval station is even better. It offers swimming pools, hobby shops and the whole exciting adventure of "going away to camp." It can become an alternative to hanging around the block and wondering what to do.

The Navy is getting more and more involved in projects to make the long summer months a little more fun for city children. Starting back in 1968, Navymen at NTC Bainbridge helped out with one of the most successful earlier projects: "Camp Concern." Every day that summer, about 500 youngsters from Baltimore were bussed to the naval training center for a program that included basketball and wrestling clinics, rock dances, movies and lectures on health and citizenship. Navymen at the center, both officer and

enlisted, volunteered their services as instructors and supervisors. (The Oct 69 issue of ALL HANDS has the whole story.)

**A** NOTHER PIONEERING PROJECT was set up in 1969 at the Navy Supply Corps School in Athens, Ga. There, Navymen participated in the nationwide Big Brother program and also set up a local project to help children living in nearby East Athens. It became known as "Project Success."

The first task—to open a small recreation center in the housing development—has since grown into a complex of activities, including a basketball league and boxing clinic, summer day camp and individual tutoring for students. (See "Serving the Community" in the May 70 issue of ALL HANDS.)

Organized summer camp programs and other community service projects are not new to the Navy, but they have gotten a boost in recent years. Many local commands are getting involved in such projects; more

## CONCERN WITH YOUTH

and more Navymen are volunteering their talents and experience to lend a helping hand to those less fortunate.

Still another project was Operation Spearhead at Philadelphia Naval Base. The report on regular "landing parties" to a day camp at this base was covered in the September 1970 issue of *ALL HANDS* (page 38).

Great Lakes, Ill.; Charleston, S. C.; Ceiba, Puerto Rico; Pensacola, Fla.; and Oakland, Cal., were a few





of the places where such programs went on last summer. Here's a brief review.

"**M**AN, I'M GOING TO LIVE with the Navy for a whole week," said a 13-year-old as he stepped aboard a Navy bus to ride to the naval base at Charleston, S. C., and the start of Operation Shipmate.

Operation Shipmate is a Navy-hosted program for underprivileged children, sponsored by the Chamber of Commerce and a group of local commercial firms. The program's staff of counselors included four enlisted Navymen.

The first of the four-day programs started in early June; they continued through the end of August, with

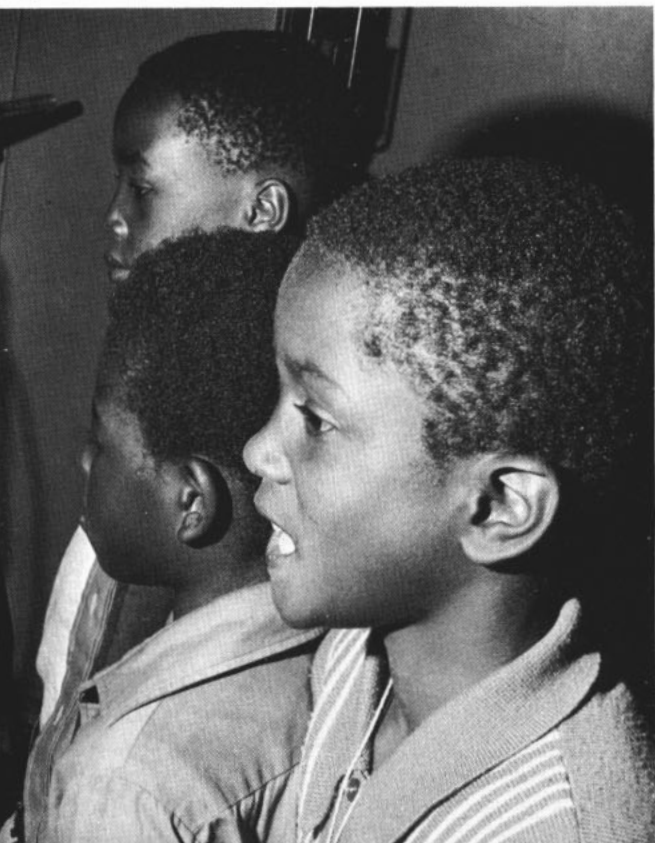
Opposite page, Top left: Youngsters on tour of Naval Station Treasure Island get a close look at a 40mm gun mount. Below left: A visitor from the Oakland Garfield Center signs his name to the guest book on the quarterdeck of USS Mars (AFS 1). Left: Girls take a little time for sports during their visit to Naval Station, Treasure Island. Below: Wow! Three fellows from Oakland's Lockhaven Center are intrigued by the display of electronic components. This page, right: "Can you hear me?" One of the visitors talks over a radio transmitter to another group of youths in the next room.

350 youthful guests. The program started each Tuesday when 35 boys, selected from area schools, churches and civic clubs, boarded the bus at County Hall for their taste of Navy life.

When the summer campers arrived at the Navy base, they were divided into two groups and given Operation Shipmate T shirts and baseball caps. While on the base, the boys slept in barracks and ate their meals in the naval station mess hall. The program for each group of boys included a tour of the base, visits to destroyers and submarines, physical fitness, recreation and arts and crafts, plus physical and dental examinations. They were also given instruction in safe driving and firefighting techniques and attended classes covering such subjects as drugs and the history of the American flag.

Each Wednesday, weather permitting, the boys traveled to Short Stay, a Special Services recreational area at nearby Lake Moultrie. While there, the group participated in camp craft, swimming, boating, fishing, outdoor cooking and nature hikes.

**S**PORTING EVENTS for the boys during their stay at the naval base included baseball, swimming and bowling. Instructors taught them the basics of the



## CONCERN WITH YOUTH



Above: The boys marched to all the various events, starting with their arrival. Top left: Counselors aided each boy toward his goal of being able to swim well enough to earn his special patch. Left: A Naval Base fireman explains the operation of a fire truck pump to some of the shipmates.

sport, and instilled some of the principles of good sportsmanship.

When the boys arrived at the naval base, many of them could not swim. After being with Operation Shipmate for four days, all of them had learned.

The counselors assigned to the boys during swimming instruction made a deal with them. Everyone who jumped off the diving board and swam to the pool's edge received an official Navy swimmer patch to wear on his jacket. When the time came for the boys to prove they could swim, they dived off the board one at a time. One of the boys, his legs pumping in mid-air, struck the water swimming and easily made it to the edge of the pool. Not satisfied, he turned and started back, to make sure he had won his patch.

Operation Shipmate began in 1969 with a pilot group of 30 boys who stayed on base for four days. The project was received so enthusiastically that the sponsors decided to make it an annual affair and ex-



pand it to 10 four-day periods, with about 35 boys in each group.

One of the sailor counselors summed up the feelings of all the people who made Operation Shipmate possible. He said, "You get a chance to help a kid and you do the best you can."

Another counselor, Radioman 1st Class Harold W. Smith, said, "I'm really going to miss them. I'd like to come back next year to lend a hand."

**U**NDERPRIVILEGED CHILDREN from Lake County, Ill., went to camp last summer, thanks in part to Navymen at NTC Great Lakes.

"Camp Concern," named after the successful project at Bainbridge, was a joint venture: mayors of participating towns arranged transportation to and from the base; the Office of Economic Opportunity paid for meals; and the Navy supplied facilities and counselors.

Children from five Illinois communities—Waukegan, Round Lake, Zion, Lake Zurich and North Chicago—participated in the summer program, which emphasized health education, recreation and vocational counseling.

Vocational training concentrated on informing the children of job opportunities and encouraging their interest in certain skills and trades. The program was rounded out with roller-skating, bowling, swimming and outdoor sports.

Navymen at NTC Great Lakes acted as health counselors, water safety instructors and advisors for vocational counseling, and even formed a combo that played at weekly dances.

**A**LSO LAST SUMMER, a group of 50 youths from Oakland, Calif., got the chance to make a cruise beyond the Golden Gate aboard one of the Navy's floating supply centers, *uss Mars* (AFS 1).

The cruise, and other one-day tours of other Navy ships and facilities in the Bay area, were part of a joint effort by the Navy and the Office of Economic Opportunity. The Oakland Youth Opportunity Corps coordinated the activities.

More than 200 youths participated every week in the day-camp program, which also included demonstrations of Navy firefighting techniques and an op-

portunity to use the base gym, swimming pool and sports fields at Naval Station Treasure Island.

**A**FTER SEEING ALL the ships and airplanes, one of the 2000 Puerto Rican youngsters who went to camp last summer at Roosevelt Road Naval Station summed up his feelings this way:

"Before, I didn't know what the Navy did here. Now I do. It sure must take a lot of training to be a Navymen."

A summer camp program, four-day Explorer Scout jamboree and week-long training session for the "American Crusaders" all were held during June and July at the naval station near Ceiba, Puerto Rico.

The Navy provided free use of its barracks, mess hall and recreational facilities. Swimming pools, baseball fields and Navy buses were all made available. Navymen also gave tours of ships and airplanes, including the "Hurricane Hunters" of Airborne Early Warning Squadron Four.

During the summer months, the Police Athletic League and Puerto Rico Boys Commission brought 200 boys a week to the naval station for summer camp. Since camp sessions ran Monday through Friday, the Navy was also able to schedule an Explorer Scout jamboree during a July weekend for Puerto Rican Scouts with seamanship specialties.

Finally, as the Scouts left the base, almost 400 members of another youth group moved in for their annual camp. The American Crusaders, made up of boys ages 10 to 18, is dedicated to teaching military skills and courtesies.

A typical day in their week-long camp consisted of physical training and sports competition, clean-up and classes on personal hygiene, first aid and citizenship.

This boys' group concluded their camp (and with it the naval station's summer youth program) with a parade and pass in review, and the presentation of citations to 40 outstanding Puerto Rican youths.

**A**LMOST 200 underprivileged children from Escambia County, Fla., went to summer camp at the Naval Communications Training Center in Pensacola last summer.

During the nine-week program, the center hosted groups of children from ages 13 to 16. A local church helped sponsor and fund the camp, which was part of the President's Summer Youth Opportunity Program.

The young campers played basketball, softball and volleyball; toured the center's training areas; swam in the base swimming pool; ran the nearby naval air station's obstacle course; and explored the Naval Aerospace Medical Center.

—JO2 Jim Shields

"Chieu Hoi" (Rally to the Government Side)...

# BJU-1

... Good Advice from the Navy Beach Jumpers, Vietnam.

**N**GUYEN THI HOA lurked in ambush along the Vam Co Dong River—chilled by a cold rain and hungry from two days without food. The 20-year-old Viet Cong lay in the mud waiting for the gunboat to pass.

The gunboat finally approached his position. But instead of the usual purr of engines and churning wake, this boat announced its arrival with loudspeakers transmitting a message in Hoa's language.

Hoa recognized the voice—the speaker was one of his companions who had rallied to the government side. His friend was speaking of home, family and peace of mind now that he was no longer a fugitive in his own land.

Battered by the elements and sickened with hunger, Hoa decided the next day to "Chieu Hoi"—rally to the government side. He knew where to go and whom to see, because taped broadcasts from helicopters and river gunboats had told him exactly how to give himself up. He also knew, from these broadcasts, that he would be rewarded for information about several weapons caches with which he was familiar.

This true example is typical of the methods used and results produced by the psychological warfare operations being conducted in the Republic of Vietnam by U. S. Navy Beach Jumpers, a group specially trained to operate the equipment used in such operations.

**D**ETACHMENTS OF BEACH JUMPER UNIT (BJU) 1, TEAM 13, a unit of the Naval Special Warfare Group Vietnam, have been engaged in "psywar" activities for the past two years. The team, headed by Lieutenant (jg) Ken Stevens and his assistant, Lieutenant (jg) Richard Wilkinson, has only 11 enlisted men who are dispersed throughout the Republic of Vietnam.

Because demands on the small team are so great, the Beach Jumpers usually work alone or with a single

Photos below: With a giant speaker ready, PO2 Charles Wallace's helo lifts off from Nha Be on its way to deliver a message to the Viet Cong (2) CPO Otis Boyd (left) and PO2 Greg Beye check out their equipment before going out on a night operation.





Photos above: Navyman Larry D. Manning secures a speaker on the rear deck of a river assault craft. (2) Prior to liftoff from Nha Be, PO2 Wallace (center) briefs the pilots of the Army's 117th Assault Helicopter Co. on the area of operation.

partner. The team members often make flights to drop leaflets, which range in subject matter from explaining the programs of the government of the Republic of Vietnam to urging the Viet Cong to "Chieu Hoi."

Chief Petty Officer Otis Boyd recalled the rather unconventional case of one former Viet Cong who decided to "Chieu Hoi" as a direct result of the leaflets dropped by the team.

The man had been given the job of collecting the leaflets before other Viet Cong had a chance to read them. One day he gathered approximately 20,000; the next day he worked twice as hard, picking up about 40,000 leaflets. But when he was bombarded the following day with 80,000 he threw his hands up in despair and turned himself in as a rallier.

Boyd added that when the man was interviewed by district officials he explained, "20,000—O.K.; 40,000, not too bad; 80,000, too much, too much!"

PO2 Charles H. Wallace makes daily flights with the Army's 117th Assault Helicopter Company. Originating from Nha Be Naval Support Base, the flights cover the Rung Sat Special Zone southeast of Saigon, concentrating on areas in which enemy troops have been detected. If an enemy soldier or unit is spotted, Wallace disconnects the taped message he is broadcasting and plugs in a microphone for his interpreter as the helo descends for closer contact.

**A** PRIME EXAMPLE OF TALKING Viet Cong soldiers out of the bush occurred near Da Nang when a North Vietnamese Army lieutenant gave himself up. Shortly after being interviewed, he returned by helicopter to where he had left his men and, using the loudspeaker system, urged them to lay down their arms. Four members of his squad walked out to join him.

The tape-recorded messages are also broadcast by the Beach Jumpers from riverboats patrolling an area likely to contain enemy troops. The river broadcasts are normally made at night because the cover of darkness helps to protect the boats and because that is when more of the enemy are likely to be within listening range.

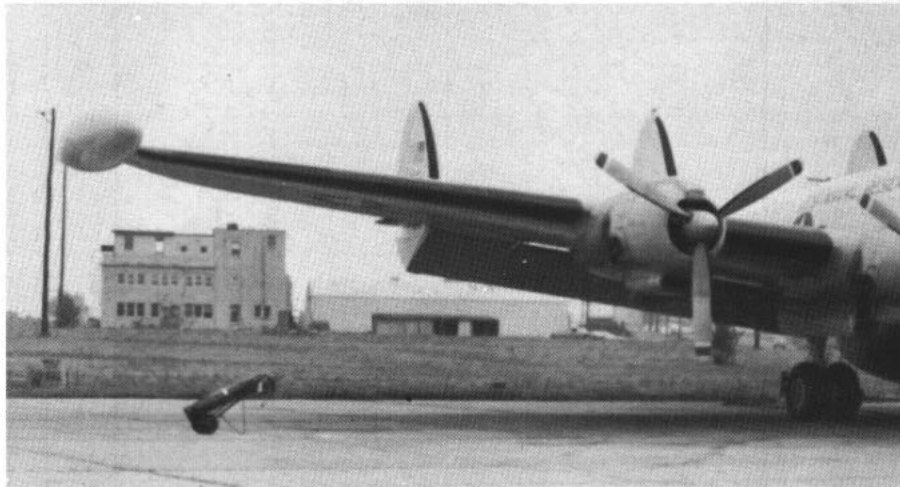
Beach Jumpers use different recordings for their diverse psywar operations: the Chieu Hoi tape urges the enemy to give himself up to the Republic of Vietnam; the instructional tape tells where to go and whom to see for this purpose; the medical tape describes the high quality and variety of medical services available at government facilities; and the quick reaction tape, used after an area has been bombarded, implores enemy survivors to surrender before they are killed.

With the continuing success of ACTOV and the Navy's changing role from a combat to an advisory force, psychological warfare has become one of our most effective "weapons." The success of the operation depends upon the willingness of dedicated and competent men to fight a kind of war that uses fewer bullets, but requires no less bravery.

Photos by PO3 Don Gaylieri



# AIRBORNE SCIENTISTS OF THE NAVAL RESEARCH LABORATORY



**N**AVAL RESEARCH LABORATORY scientists probe the sea, land and air for answers to physical science questions which will advance the technology required by the Navy.

Most of the laboratory's work is conducted near Washington, D. C., but often scientists must use various field sites that provide facilities and an environment not available in the lab. One such unit is located at Patuxent River Naval Air Test Center, Maryland, where Navy scientists become airborne to gather data for scientific investigations.

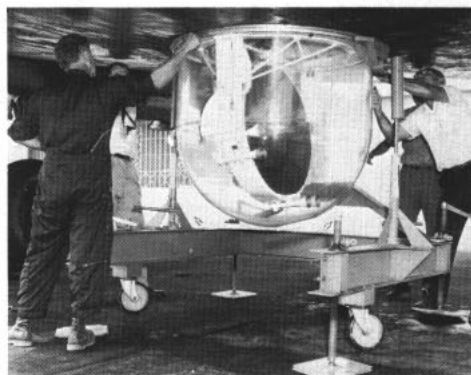
The men and women who acquire data from instrument-loaded airplanes agree that their success has been immeasurably aided by efforts of the 50 enlisted men and two officers who comprise the Naval Research Laboratory's only flying detachment. Their work for the Naval Research Laboratory has helped afford NRL scientists a method of conducting investigations and experiments that would otherwise have been impossible.

This group maintains three early models of the *Super Constellation* which are equipped as laboratories and are used to carry scientists to the four corners of the earth. About half the space each *Constellation* affords is filled with the scientific instrumentation necessary to conduct a variety of investigations.

**T**HERE ARE, for example, specially installed equipments and wing-mounted pods aboard two of the *Constellations* for cloud physics research, navigation investigations, low-frequency radar study and other projects. Still another of the big planes is used strictly for wave propagation studies in the four-frequency Navy radar system.

The NRL Flight Detachment maintains the Navy tradition of providing a quick response to immediate needs which, for the scientific data-gathering group, often represents the difference between success and failure.

Scientists cannot afford extended maintenance periods for unanticipated malfunctions, especially when they occur in the middle of a data-gathering mission. The ideal research conditions which exist one day may



# AND A HARD WORKING TEAM TO KEEP THEM UP



Above: Naval Research Laboratory aircraft on the line at Patuxent River Naval Air Test Center, Maryland. Below: Chief Lawrence Sager, one of three NRL flight detachment crew chiefs, is also a flight engineer.



Facing page: Top to bottom: NRL scientists and technicians remove a radar antenna from one of the aircraft for an overhaul. (2) Two members of the NRL detachment install a new antenna wire on one of the "Connies". (3) Navymen keep the flying laboratories in top condition for their scientific missions.

not be duplicated for several months or even years.

In many experiments, the plane operates in conjunction with other Fleet units on a compressed schedule. Because of the limited number of available NRL aircraft and the difficulty involved with installing scientific gear, it is impossible to change planes in the middle of an experiment.

Because of the particular nature of NRL's role in science, the configuration of the aircraft is continually being modified and many of the changes are not covered in aircraft manuals. External pods, probes and antennas may have to be attached or internal wiring done. Sometimes cutting through a pressure bulkhead is required to provide the correct configuration. In fact, the planes undergo such changes that it would be difficult to return them to their original configuration.

**A** SHORTAGE OF MEN with maintenance experience on *Constellations* only compounds the difficulties. Fortunately, however, the basic professional knowledge of the men assigned to the unit helps them assimilate the aircraft's requirements.

The men's basic knowledge of the craft is largely responsible for the perfect safety record the detachment maintains after hundreds of flying hours.

Although the crews never become directly involved in any scientific experiment, their efforts at home station or on deployments contribute to the successful results of many experiments.

On a recent flight, for instance, a scientist found electrical noise was interfering with his measurements. A crewmember improved the grounding and eliminated the problem.

Another time, a scientific mission was threatened by an oil line mishap. The crew made the necessary repairs on an airstrip far away from the maintenance line and prevented the failure of a scientific mission which involved other Fleet units.

The pilots, crews and scientists who fly the Naval Research Laboratory missions constitute a team. Individually, and as a group, they make vital contributions to man's probes which advance the science and technology of the U. S. Navy.

# DIVERS

A formation is held before the students start on their early morning run. Physical fitness is stressed throughout the program.



**D**IVERS WANTED; no experience necessary. Employer will train.

This fictitious ad could well have been placed by the Navy's Second Class Divers School at the Naval Station, San Diego, Calif.

The school graduates 400 divers annually, qualifying them in both scuba and deep-sea diving equipment. Personnel reporting to the school are all volunteers who meet rigid psychological and physical requirements. Before a man goes to the school, he is examined by a qualified diving officer to determine the applicant's motivations and aptitude for diving.

Each applicant must also make a test dive in a deep-sea diving rig. It has been demonstrated in the past that a man showing reluctance or timidity on this initial dive seldom makes an acceptable diver.

Once an applicant has passed his initial diving test and has been accepted by a diving officer, he reports to the school for diver training which lasts 10 weeks.

"The first week is the hardest," said Lieutenant Commander Quana C. Hanes, school's commanding officer. "During that week we lose 30 per cent of a class. In almost every case, it is due to poor physical condition." The first week of training is devoted to physical fitness to prepare the novice diver for the rigors he will have to endure in the weeks following.

**A** TYPICAL DAY FINDS THE VOLUNTEERS doing calisthenics by 0645, followed by a two-mile run around the base to increase their endurance. The day is then taken up with lectures and demonstrations of scuba gear that will be used in the next four weeks of training.

Student divers continue the physical fitness program throughout the training and receive 75 hours of lectures on scuba and hard hat diving.

The second week begins actual scuba training under controlled conditions. Members become familiar with their equipment by using it in six-foot-deep water in the Naval Station's large swimming pool. If a student has a problem, an instructor is always at hand to give aid.

Students and instructors run wherever they go. Fitness is important and most students dropped are dropped for physical reasons.



Immediately after reporting to school, each man is assigned a buddy; the two men will remain together throughout their training and will go everywhere and do everything together. They will learn to depend upon each other and to function as a team. Teamwork is vital to divers. When a team is underwater and a diver runs into trouble, he must either correct the problem himself or depend on his buddy for aid.

"One of the most important things we teach the student is confidence, both in himself and in his equipment," said Hanes.

After the student is familiar with the scuba equipment, he moves to the deep end of the pool (15 to 20 feet), where such things as buddy breathing, and removing and putting on tanks and masks underwater can be practiced. High point of scuba training comes on the last day of the four-week phase where the students undergo harassment. During this test the student divers are purposely harassed by their instructors.

Air valves may be turned off or tanks taken away, face masks removed—anything that can simulate a real problem a diver may encounter in an actual situation.

"Harassment may sound like unnecessary stress," said Hanes, "but we feel that it is very necessary. If a man panics in the pool when his air is momentarily shut off, then there is a good chance that he would do the same thing on some future job and perhaps endanger himself and the person working with him.

"It is far better to have harassment dives in training to discover and remove those individuals who might panic, than to lose one or more divers later."

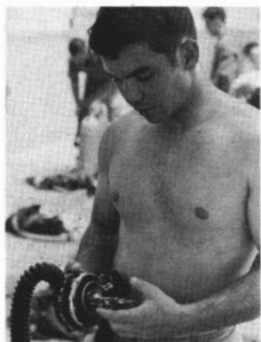
**I**N THE SAME 24-HOUR PERIOD, students have their first night dive. It is also their first dive outside the pool and the students look forward to it as an additional test of their own confidence and ability.

On the night dive, the divers jump two at a time from a platform 10 feet above the water into San Diego Harbor. They surface, check each others' gear, then dive again.

During the dive, they search for objects dropped



# TRAINING



Above left: A student checks his equipment before each dive to ensure his safety. Center: Students' first night dive takes place, halfway through the program. Above right: After entering the water, students check each others' gear for proper operation. Right: "First team on deck, sir!" shout two students after completing the "harassment phases" of their training. Far right: An instructor talks with students who have just surfaced.

into the water by instructors and the test is not over until all the objects are located and recovered.

Completing his scuba training, the student moves on to the next six-week phase, deep-sea diving. During this phase he will use the hard hat diving suit and learn to weld under water.

"It is difficult for many people to understand why hard hat diving is still taught, since it seems that man in a scuba rig could do almost anything just as well as someone clunking around in a deep-sea rig," said Hanes.

"What others fail to understand is that the deep-sea diver has the advantage over the scuba diver," he continued. "He can stay down longer, he is better protected from the elements, he can go deeper than his scuba counterpart and, most important, he has direct communication with surface personnel."

**T**HE STUDENT LEARNS not only how to dive in the deep-sea rig, but also how to dress his fellow divers. The dressing of a deep-sea diver is a complicated affair which requires two men to help the diver into his suit and tend his air lines while he is in the water.

The highlight of the hard hat phase is actual diving in the ocean during the class's last days of training.

Upon completion of the training the student is qualified to dive to 130 feet in scuba gear and to 150 feet using the deep-sea rig.

With a staff of 15 enlisted men and one officer, the diving school trains divers for all services. It also trains some civilian divers who will work at naval shipyards around the country.

—Story and photos by PH1 Jerry Antone



Middle left: Student divers listen as their instructor goes over mistakes they made on their last dive. Middle right: Dressing a fellow diver is an important part of training. The diver being dressed is almost helpless since his suit weighs about 191 lbs. Above left: New divers learn the full operation of hard hat diving. Above right: A hard hat diver learns to walk in the tank before moving on to deep water.

# SIX

SOME FAMILIES GET SO HUNG UP ON A NAME that they keep repeating it generation after generation, and something solid like Ebenezer or Jonathan is often listed in some family Bibles — the only thing that changes is the date. And the Navy is no different than the family which can trace its roots back to the early settlers of this country. The service paints a heroic name on the stern of a ship, which later turns out to be a gallant man-o'-war, and that name is often perpetuated in later ships.

There are many such examples: *Essex*, *Ranger*, *Wright*, and — of course — *Saratoga*. Not only is the urge great to keep the name in existence for the perpetuation of the ship's glory, but the urge is just as great — perhaps even more so — to perpetuate the battle, incident, or memory of the person after whom the ship is named.

Why forget the Battle of Cowpens, or the Battle of Antietam, or the Battle of Saratoga? Each in its time was an incident of mammoth consequence so that it is not so much the conflict, the valor and the blood which was spilled that become vital, as it is the consequence, or what took place because of and after the event.

SARATOGA, N. Y., is the place where two American generals — Horatio Gates and Benedict Arnold (before his change of heart) — met the vain, witty, and silly English General Sir John Burgoyne in 1777. Here they showed him that this new nation and its people were not to be trifled with, and they drove home the point so well that dandy Johnny ended up turning over his sword and his army to the Americans on 17 October. The consequences were that the battle gave our nation new confidence in the cause for independence, told England that she had a tiger by the tail, and let France know that she'd be putting her money on a winner if she decided to back these outrageous rebels who knew how to fight in their own backyard.

Americans have thought so much of the value of the Battle of Saratoga that they have named six warships in its honor, beginning with an 18-gun sloop in 1780 and on up to today's *Saratoga*, the 60,000-ton CVA-60.

The first *Sara* is the only one which ended her career under a cloud of mystery. She cruised with marked success against British merchantmen. The last anyone heard of her was when she was three days out of Haiti, on 18 Mar 1781: she parted company with a convoy of merchantmen, captured an enemy vessel and was last seen in hot pursuit of another.

Neither *Sara* nor the other ship was heard from

again. Her captain, John Young of Philadelphia, was a fighting man who had already chalked up a *Saratoga* first — taking on the 28-gun *Elizabeth* and the 14-gun *Nancy* simultaneously and subduing both in a hot, one-hour fight. Her gunner and mates knew how to handle the 18 pieces on board, even though the enemy had a total of 42 against her.

THE SECOND SARATOGA, built under the direction of her skipper, Commodore Thomas MacDonough, was launched on 11 Apr 1814—just 40 days after the timber had been cut to build her. Five months later, the ship-rigged, 26-gun corvette was locked in battle with the 29-gun British flagship *Confiance* during the Battle of Lake Champlain.

Although *Sara* was shattered badly and twice set afire by enemy shells, MacDonough was able, at a critical moment, to use her anchors and spring lines to pivot *Saratoga* into a position from which he could use her fresh battery to defeat *Confiance*. After this crucial victory had blocked invasion from the north, American forces retained control of the key lake and the British forces retreated to Canada.

Filling the shoes of some pretty impressive ancestors, *Saratoga III*, a 20-gun sloop, participated in some important peace-keeping missions during her 45-year career. After serving in the Vera Cruz Blockade during the Mexican War, *Sara*, commanded by Commodore David G. Farragut, was transferred to the West India Squadron.

She was part of Commodore Matthew Perry's squadron during the negotiations for the opening of Japan in 1853, and eight years later the 20-gun sloop captured a large clipper in Kabenda Bay, freeing 961 slaves. She joined the South Atlantic Blockading Squadron during the Civil War, and spent two decades as a training ship before she was sold in 1907.

COMMISSIONED IN 1891 as USS *New York* and sunk in 1933 as *Rochester*, the fourth *Saratoga* — so named from 1911 to 1917 — was an armored cruiser which, like the second ship to bear the name, served as the victorious flagship during one of the nation's major naval conquests. As Admiral Sampson's flagship during the Battle of Santiago, she led the force to victory in this crucial bout of the Spanish-American War.

As *Rochester* during the first World War, she began escort duty and later participated in the Nicaraguan Campaign (1926-31) and cruised off the coast of China in 1932. Her career ended when she was sunk in Subic Channel in 1941 — to prevent her capture by the Japanese.

# SARATOGAS

*Saratoga V* was officially laid down as a battle cruiser, and later converted to a carrier when cruiser construction was suspended following agreements in the Washington Treaty for the limitation of naval armaments. She had been employed during the peacetime years for training and the development of naval aviation, but when Pearl Harbor was attacked, she was underway for Hawaii within 14 hours.

In January of 1942, she was damaged by torpedoes from a Japanese sub attack, but returned to the line in May after repairs in Pearl Harbor and Bremerton. That summer, her air wing provided a protective umbrella for Marines storming ashore on Guadalcanal. Soon thereafter — in August, to be exact — *Sara's* Solomon Islands tour was interrupted by another submarine torpedo attack which left her dead in the water. But, with the help of the cruiser *Minneapolis*, she was towed in for an overhaul that enabled her to return in October.

**F**ROM THE SOLOMONS, she went on to serve in various campaigns in the Pacific and Indian Oceans before returning to Bremerton for a complete overhaul, which was completed in September of 1944.

Returning to action early in '45, *Saratoga* joined Admiral Mitscher's Task Force 58 for a carrier-based air strike on Tokyo in mid-February. On 19 February — just a few days later — the ship began her support of the invasion of Iwo Jima. Later that month she was attacked by Japanese air squadrons and suffered serious structural damage and devastating fires that killed 123 of her crew and wounded 192 others. Crippled and burning, she limped back in for repairs, and was battle-ready once again in May.

During the war, *Sara* had logged a total of 89,195 landings on her deck. When peace came, she joined the "Magic Carpet Fleet" to bring home 29,204 Pacific war veterans. Her career ended when she was sunk at Bikini Atoll in an underwater atomic bomb test on 25 Jul 1946.

Today's member of the *Saratoga* family, CVA-60, is a highly mobile, fast, powerful and largely self-sufficient air base capable of launching supersonic planes armed with guided missiles over vast distances. Since her launch from the New York Naval Shipyard in 1955, she has completed 10 Mediterranean

Facing page: First *Saratoga*—68 feet long, beam 25 feet, displacement 150 tons, complement six officers and 80 crewmen, armament 18 guns. Below: The latest *Saratoga* (CVA 60) is quite a bit larger than the first. Here tugs maneuver the carrier into her berth at Mayport.







cruises and hosted dignitaries ranging from NATO representatives to U.S. presidents.

On 6 Jun 1957, President Dwight D. Eisenhower and his top administration officials were on board to witness a demonstration of offensive striking power. As part of the program, two *Crusader* jet bombers took off from *uss Bon Homme Richard* on the west coast; refueling over Dallas, they spanned the nation in three hours and 28 minutes to touch down on *Sara's* deck in the Atlantic. Two accompanying *Sky Warriors* completed the 2530-mile flight in four hours without refueling.

After a North Atlantic cruise and routine operations out of her home port — Mayport, Fla. — *Sara* headed for the Mediterranean early in 1958. Her scheduled training exercises yielded to more serious operations, however, when the Cold War turned hot in Lebanon.

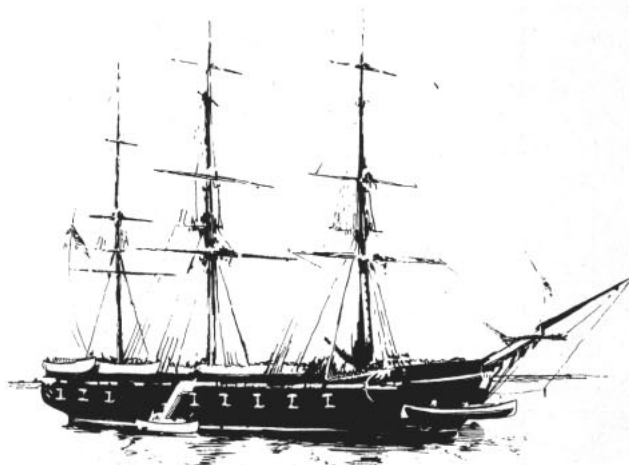
**J**ORDAN WAS THREATENED, and rebel forces were in open conflict with government forces in Lebanon. Ships of the Sixth Fleet were already patrolling in the eastern Mediterranean when the situation

worsened on 14 Jul: word of a coup in Iraq reached President Eisenhower in the morning, and by noon the President had received a request for assistance from Lebanon's President Chamoun.

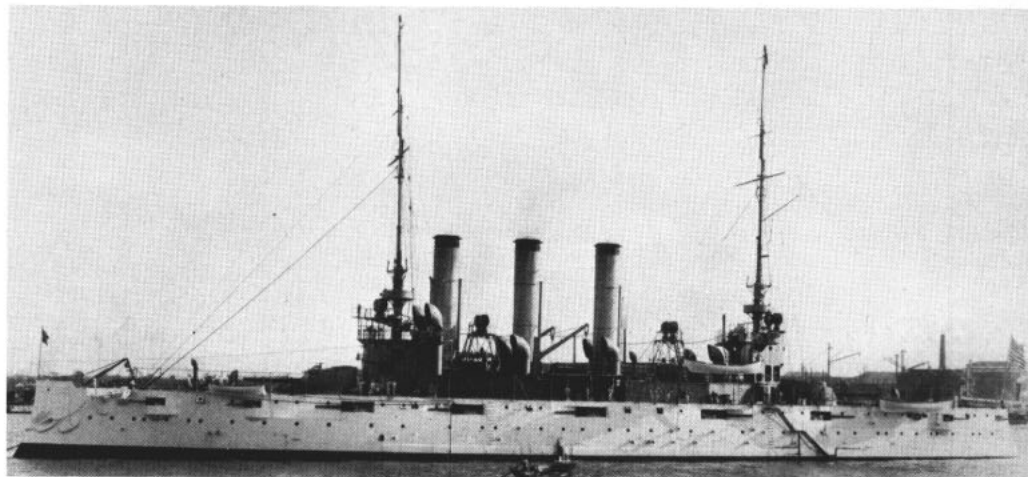
Within 24 hours *Saratoga* — 4000 miles from the United States and a mere 500 miles from the Soviet Union — was providing fighter and attack aircraft cover for the landing of 5000 Marines from the Sixth Fleet.

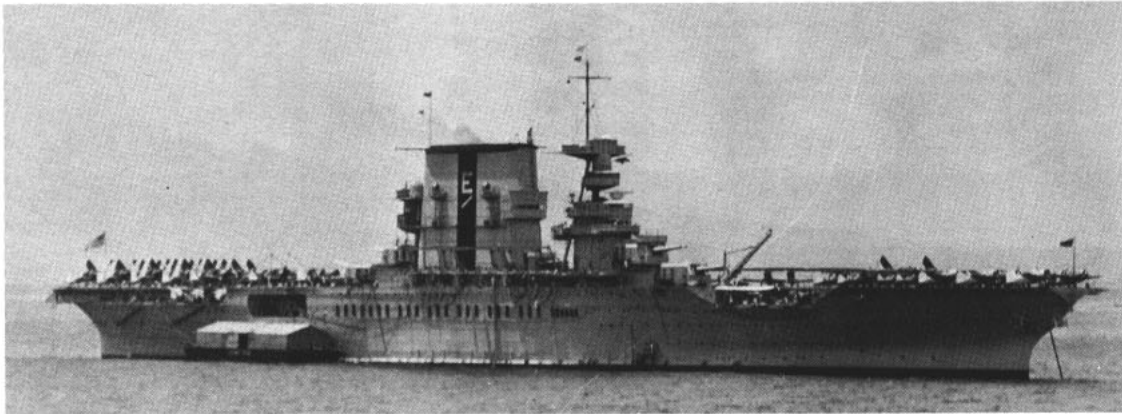
During the crisis *Sara* proved her combat readiness, but her Mediterranean activity wasn't confined to an aggressive stance. For example, on 20 Aug 1958, she was notified that a 10-month-old child on the Isle of Rhodes was severely stricken with polio. Responding to the call for help, *Sara* released a helo that quickly whisked the child to Athens for treatment.

Tragedy struck *Saratoga* in 1961. Shortly after midnight on 23 January, a fire started in the Number



Top: *Saratoga* number two began service in April 1814, 40 days after the timber to build her had been cut. Above: The Navy's third *Saratoga* enjoyed a long career, one that spanned 45 years with the Navy alone. Below: The fourth vessel to be named *Saratoga* was an armored cruiser. Originally commissioned as *USS New York*, she became *Saratoga* in February 1911.





Two main machinery room as the ship was steaming for Athens. Crewmen battled the blaze for two hours and controlled the fire without assistance from any other ships, but seven men died before it was extinguished.

She returned to Mayport briefly before going to Norfolk for repairs — but more trouble was ahead. While heading back for Mayport following the Norfolk repairs, *Sara* collided with the West German ore carrier *Bernd Leonhardt* about 35 miles off the North Carolina coast. There were no casualties, but the ship had to return to Norfolk for more repair work.

It wasn't long before she was back in action, this time cruising in the Caribbean following the Cuban missile crisis. She returned to Mayport in 1962 for her first "home" Christmas in three years before leaving for her fifth Mediterranean deployment.

**B**ETWEEN MED CRUISES, SARATOGA COLLECTED some notable "firsts" while participating in aviation experiments and training. She became the first ship to receive photographic data directly from a *Tiros* weather satellite on 21 Dec 1963. During the same month she conducted the first carrier-landing tests for the new supersonic RA-5C *Vigilante* reconnaissance aircraft. And while conducting carrier qualifications operations in Mayport, she supported Attack Squadron 75, the first squadron to fly the new A-6A *Intruder* jet attack planes.

During her eighth Mediterranean deployment, *Saratoga* was called upon to patrol the troubled areas created by the Six Days' War in 1967. On station near the Middle East danger zone, she remained poised for action until the short war ended.

Then, after sailing home to Mayport through what was described as "one of the most vicious storms ever recorded in the North Atlantic," she went to Philadelphia for a 10-month, \$40-million overhaul which included the installation of the newest equipment available.

**A** HIGHLIGHT OF THE SHIP'S CAREER came on 4 May 1969, when she hosted the President of the United States for the second time. President Richard Nixon arrived by helicopter to mark Armed Forces Day some 12 years after President Eisenhower had

paid a similar visit aboard the huge aircraft carrier.

*Saratoga's* ninth Med deployment was marked by an impressive show of strength by U.S. carrier forces — over 8000 missions were flown from *Sara's* deck alone — and an equally graphic demonstration of goodwill as she hosted over 12,000 visitors. Into this demanding schedule she fit a morale-booster — hosting the Bob Hope Christmas Show.

*Sara's* 10th Mediterranean tour ended when she returned to Mayport on 11 November. During the five-month deployment, she served on station during the recent Jordanian civil war and again hosted President Nixon — this time for an overnight stay during his tour of Europe in September.

The descendant of the *Saratoga* family is busy carrying on the name — and reputation — of her ancestors and the battle which started it all.

—JO2 Jim Trezise

### Saratoga's Symbol Born in Battle

A fighting cock — its spurs bared, its stance one of irate defiance — has been the symbol of five Navy ships to bear the name *Saratoga*.

The symbol was born in a critical battle during the War of 1812 when British men-o'-war were engaged on Lake Champlain by a small American fleet.

The flagship of the Americans was the *Saratoga* of that day, under the command of a 28-year-old commodore, Thomas MacDonough. As the battle reached fever pitch, a British cannonball tore through the deck, smashing a coop and releasing a young sailor's gamecock.

The startled cock flew to the rail and, as if expressing his personal indignation, crowed defiantly. Taking this as a sign of good luck, the Americans fought with new courage — and won the battle.

While the days of sail are gone, the spirit of the fighting cock lives on for the men of the Navy's new *Saratoga*.

# USHBP

UNIFORMED SERVICES HEALTH BENEFITS PROGRAM

## including **CHAMPUS**

CIVILIAN HEALTH AND MEDICAL PROGRAM OF THE UNIFORMED SERVICES

*..... one of the most valuable service*

**W**HAT DO YOU KNOW ABOUT THE USHBP? About CHAMPUS? Apparently not as much as you should, according to studies made for the House Armed Services Committee. And not as much as you should, according to the Secretary of the Navy and the Chief of Naval Operations—both of whom have directed a major Navy effort toward providing you with pertinent information.

The terms USHBP and CHAMPUS apply to one of the most important benefits available to the career active duty members with dependents—especially the member who is the head of a growing family.

- USHBP is the acronym for the *Uniformed Services Health Benefits Program*, one of the most comprehensive programs of medical benefits in the United States today. You, the service member, are not covered by the USHBP because the Navy gives you whatever medical care you need under separate authority. However, your dependents ARE covered and, except for a few benefits excluded by the Congress, *your dependents* can get just about any type of medical care they need at little or no cost to you.

Covered under USHBP also are *retired members, dependents of retired members, and survivors of deceased active duty or retired members.*

And this care is available anywhere in the world EITHER in a *uniformed service medical facility* (meaning Army, Navy, Air Force, and certain Public Health facilities) OR in *civilian facilities* under the part of the USHBP called CHAMPUS.

- CHAMPUS, in other words, is that part of the overall USHBP program which provides for medical care for active duty dependents and retired members and dependents in *civilian facilities* (civilian hospitals,

clinics, doctors' offices, doctors' visits, etc.). CHAMPUS gets its name from its full title: the Civilian Health and Medical Program of the Uniformed Services.

Don't confuse USHBP and CHAMPUS with Medicare. Until 1966 the USHBP with fewer benefits was known as Medicare. But that term now applies only to health and medical benefits available generally under Social Security and most of us won't begin to cash in on these benefits until we reach age 65.

You don't have to subscribe, enroll, or pay premiums for the benefits of the USHBP. The magic key is an ID card. Make sure that your authorized dependents have current cards.

Don't expect much dental care under the USHBP because Congress did not intend that it be a dental care program. "Denticare" legislation is being considered by the Congress and may be available in the future. There is some authorized dental care under the USHBP, but generally it's either of a preventive nature, or it is related to a medical need. Under the special CHAMPUS Handicapped Program for active duty spouses and children, additional dental care may be authorized if the dental condition requiring care is considered to be so serious as to qualify the person as seriously handicapped. Mostly we're talking about braces and straightening of teeth.

### WHO'S ELIGIBLE

**F**OR THE RECORD, USHBP belongs to all of the uniformed services: Army, Navy, Air Force, Marine Corps, Coast Guard, and the Commissioned Corps of the Public Health Service and the National Oceano-



ber must have been ordered to a period of active duty not specified as 30 days or less.)

II. Eligible for benefits in both USHBP uniformed services facilities and civilian facilities under CHAMPUS—but Basic Program ONLY:

- Retired members. (Includes members and former members entitled to retired, retainer, or equivalent pay.)
- Dependents of retired members as defined above.
- Dependents of deceased active duty and deceased retired members as defined above. (Also see "Changes



## benefits for dependents and retirees...'

graphic and Atmospheric Administration (the latter was formerly known as the Coast and Geodetic Survey or ESSA).

I. Eligible for benefits in BOTH Uniformed Services Facilities under the USHBP and civilian facilities under CHAMPUS (Basic Program AND Handicapped Program) are:

- Dependents of active duty members—(The mem-

in Eligibility" listed in a later section of this report, concerning possible loss of CHAMPUS eligibility at age 65, when personnel become eligible under Social Security Medicare Hospital Insurance Benefits.)

III. Eligible for benefits in Uniformed Services Facilities of the Army, Navy, Air Force and selected PHS facilities ONLY:

- Parents and Parents-in-law.



## AUTHORIZED DEPENDENTS

For USHBP eligibility, authorized dependents are those dependents of the foregoing personnel who fall into the following categories:

- *Wife*;
- *Unremarried widow*;
- *Husband*, if dependent on member for more than one-half of his support;
- *Unremarried widower*, if dependent on member at the time of her death for more than one-half of his support because of existing mental or physical incapacity.
- *Legitimate child*, adopted child, or legitimate stepchild who is unmarried and in one of the following categories: Under age 21; 21 or over, but incapable of

or 22 and pursuing an approved full-time course of education; and

- *Parent or parent-in-law* who is (or was at the time of the member's death) dependent on him for more than one-half of his support and residing in a dwelling provided or maintained by the member. (Adoptive parents, stepparents, and persons who stood in loco parentis are not eligible.)

## IDENTIFICATION

**T**HE UNIFORMED SERVICES IDENTIFICATION AND PRIVILEGE CARD (DD Form 1173) is prescribed for identification of dependents who seek health benefits either in military facilities or from civilian sources under CHAMPUS. The gray-colored DD Form 2 is the



self-support because of mental or physical incapacity that existed before his 21st birthday and dependent on member (or was dependent at the time of member's death) for more than one-half of his support; 21 or 22, pursuing an approved full-time course of study and dependent on the member (or dependent at the time of the member's death) for more than one-half of his support;

- *Unmarried child or stepchild* who was illegitimate at time of birth, dependent on member (or dependent at the time of member's death) for more than one-half of his support, and residing in the member's household or in a dwelling provided by the member, and either: Under 21; or 21 or older but incapable of self-support because of mental or physical incapacity which existed before his 21st birthday; or 21

prescribed ID card for retired members. (The red-colored DD Form 2 (Res) is not acceptable identification for CHAMPUS benefits.)

Except as indicated below, dependents age 10 and above are required to show their ID card when requesting health benefits. Since ID cards normally are not issued to children under age 10, the proper identification is the responsibility of the parent or guardian who accompanies the child. This usually means that you or your wife show your ID card to establish the child's eligibility. Information from your ID card is entered on the appropriate claim form.

In an emergency, collateral identification may be accepted in lieu of an ID card. For example, official orders, letters or other documents which establish you as eligible may be considered for identification.



## CHANGES IN ELIGIBILITY

**W**HEN YOU LEAVE ACTIVE DUTY (except for retirement or if you die while on active duty), your dependents lose their eligibility for all USHBP benefits—in both uniformed services facilities and under CHAMPUS.

If a retired member loses his entitlement to retired, retainer, or equivalent pay, he and his dependents also lose eligibility for the USHBP. (But note that a retired member who waives his retired pay, etc., does not, for that reason, lose eligibility. Also note that a retired member is eligible for care for non-service-connected disabilities in Veterans Administration facilities on a space available basis at the expense of his own uniformed service.)

A wife or husband loses eligibility for all USHBP benefits upon final divorce from the sponsor. This includes loss of maternity care for wives who are pregnant at the time a divorce becomes final. In such instances, however, the serviceman's child would become eligible at birth.

The eligibility of children is not affected by divorce—except that a stepchild relationship ends upon divorce of parent and stepparent. Also, the fact that a divorced wife remarries does not affect a child's eligibility.

A child adopted after a member's death by a third person not a service member or a retiree continues to be eligible for health benefits. However, a child of a living member loses benefits when adopted by someone who is not a service member or retiree.

If a child is married before reaching age 21, but not to a serviceman or retiree, eligibility stops on the date of marriage. However, should the marriage be terminated, the child regains entitlement to care as a dependent if otherwise eligible.

A stepchild relationship does not cease upon death of the member stepparent, but does cease if the natural parent remarries.

A child 21 or 22 years of age who is pursuing a full-time course of education and who suffers a disabling illness or injury and is not able to return to school, remains eligible for health benefits until six months after the disability is removed, or until he reaches his 23rd birthday, whichever occurs first.

Retired members, their spouses, and spouses and children of deceased active duty and retired members who become eligible for Social Security Medicare Hospital Insurance Benefits, known as Medicare, Part A, at age 65, lose their eligibility for CHAMPUS. This is so even though Medicare has no benefits to provide outside the United States. This is the law. Their eligibility to care in uniformed services facilities is not affected.

The loss of eligibility is automatic at age 65 for all persons except active duty dependents who are not affected by the rule. Any beneficiary who is not eligible for Medicare, Part A, should obtain a notice

*(Continued on Page 34)*



### BENEFITS IN UNIFORMED SERVICES FACILITIES

A wide variety of medical services are available to USHBP beneficiaries at medical facilities of the military and selected PHS facilities. The retired member himself is eligible for any health care available to an active duty member, except that the law says that some members retired for physical disability who are suffering from chronic conditions must get their care for that condition at the Veterans Administration. The services can provide care for other conditions or for acute phases of the chronic condition if VA facilities aren't readily available. The USHBP regulations generally are not applicable to retired members' care in uniformed services facilities so that the material below, with the exception of the limitations, applies only to dependents and survivors.

Since the USHBP is not a dental program, dental care is somewhat limited. As authorized by law dental care includes: routine care outside the U. S. and at designated stations inside the U. S.; emergency care worldwide; care adjunctive to medical care; diagnostic X-rays; and consultation services.

The law intends that none of these health benefits be permitted to interfere with the primary mission of the medical facility. The law says that all benefits must be subject to the availability of space and facilities and the capabilities of the professional staff. The medical or dental officers in charge of facilities are authorized to determine the facilities' capability to provide care and their decisions are final. The amount and type of care available may vary from facility to facility.

The following are specifically excluded by law:

- Domiciliary or custodial care.
- Prosthetic devices, hearing aids, orthopedic footwear, and spectacles except that—Outside the U. S. and at stations inside the U. S. where adequate civilian facilities are unavailable, such items may be sold to dependents at cost to the Government.
- Dental care except as shown above.

### BENEFITS UNDER CHAMPUS HANDICAPPED PROGRAM

Benefits under this program are in addition to those available under the Basic Program. They have been authorized by Congress to help a handicapped or retarded person overcome or adjust to his condition.

Benefits in general are provided only after a management plan has been submitted to the appropriate CHAMPUS administrator (OCHAMPUS, Denver, OCHAMPUS Europe, major Navy area commander). Details on the submission of requests for approval of management plans are contained in SECNAVINST 6320.8 series on file at each ship and station. See your HBC.

The services authorized are, but not limited to:

- Diagnosis.
- Inpatient, outpatient, and home care.
- Surgery and medical care.
- Dental care, including orthodontia needed to correct handicapping conditions. The orthodontic condition itself can be the handicap.
- Prosthetic devices and orthopedic appliances.
- Special optical devices.
- Purchase or rental of durable equipment such as wheelchair, iron lung, hospital bed, etc.
- Training, rehabilitation, and special education.
- Institutional residential care in private nonprofit, public, and state institutions and facilities.
- Transportation to and from facilities in which the dependent is to receive or has received institutional care.

This ALL HANDS chart has been designed to permit republication at local levels for distribution by units and commands to distribute to your dependents. No permission is required to reprint this chart. It is also suggested that ship and station newspapers publish it for their audience.

- **At UNIFORMED SERVICES FACILITIES:** These are facilities of the Army, Navy, Air Force (hospitals, dispensaries, etc.) and selected Public Health Service (PHS) facilities.

Prepared by ALL HANDS Magazine

PERSONS ELIGIBLE		UNIFORMED SERVICES FACILITIES	
		INPATIENT/OUTPATIENT BENEFITS	
ACTIVE DUTY (Note 1)	Spouse, dependent children residing with active duty member	Yes (Note 3)	
	Spouse, dependent children not residing with active duty member	Yes (Note 3)	
	Dependent parent or parent-in-law of active duty member	Yes (Note 3)	
RETIRED (Note 2)	Retired member currently entitled to retired, retainer or equivalent pay	Yes (Note 3)	
	Spouse, dependent children of retired member	Yes (Note 3)	
	Dependent parent or parent-in-law of retired member	Yes (Note 3)	
SURVIVORS	Widow, widower, dependent child of deceased active duty or deceased retired member	Yes (Note 3)	
	Dependent parent or parent-in-law of deceased active duty or deceased retired member	Yes (Note 3)	
COST TO PATIENT		INPATIENT	OUTPATIENT
Dependents of active duty members		\$1.75 per day	No charge
Retired member:—Enlisted —Officer		No charge Subsistence	No charge No charge
Dependents of retired member Survivors		\$1.75 per day \$1.75 per day	No charge No charge

### NOTES TO

1. Active duty member—a person ordered to active duty (including training duty) for period not specified as 30 days or less.
2. Retired member—a member or former member currently entitled to retired, retainer, or equivalent pay.
3. Subject to availability of space and facilities and the capability of the professional staff.
4. Inpatient benefits under CHAMPUS are not always authorized. There are situations when CHAMPUS is authorized, such as a medical emergency, the temporary absence of the dependent on a trip, the nonavailability of an appropriate uniformed service medical facility and other similar situations which constitute exceptions. Before obtaining care at a civilian facility or when pregnancy is involved, check with a uniformed service facility to see whether there will be CHAMPUS coverage.
5. Most beneficiaries will become eligible for Social Security Medicare benefits at age 65 and lose their CHAMPUS eligibility. If not eligible for Medicare hospital benefits and evidence to this effect is submitted, CHAMPUS coverage can be continued.
6. The fiscal year extends from 1 July through 30 June.

## BENEFITS PROGRAM (USHBP)

### TS FOR THE SERVICE FAMILY

- Or under **CHAMPUS**, the Civilian Health and Medical Program of the Uniformed Services: This program will share the cost for treatment and other health benefits to authorized dependents and retired members at civilian hospitals and clinics, and for civilian doctor or specialist care.

#### CHAMPUS PROGRAM UTILIZING CIVILIAN FACILITIES

BASIC PROGRAM		HANDICAPPED PROGRAM
INPATIENT BENEFITS	OUTPATIENT BENEFITS	
Maybe (Notes 4, 8)	Yes	Yes (Note 9)
Yes (Note 8)	Yes	Yes (Note 9)
No	No	No
Yes, until age 65 —possibly after (Notes 5, 8)	Yes, until age 65 —possibly after (Note 5)	No
Yes, until age 65 —possibly after (Notes 5, 8)	Yes, until age 65 —possibly after (Note 5)	No
No	No	No
Yes, until age 65 —possibly after (Notes 5, 8)	Yes, until age 65 —possibly after (Note 5)	No
No	No	No
INPATIENT	OUTPATIENT	HANDICAPPED
Patient's share is \$25, or \$1.75 per day, whichever is greater (Note 7)	First \$50 incurred each fiscal year (not to exceed \$100 per family) plus 20% of reasonable charges in excess of the deductible (Note 6)	Beneficiary's share per month varies according to pay grade from \$25 for E-1 to \$250 for O-10. Government pays remainder up to maximum of \$350 per month
25% of facility charges and professional fees (Note 7)	First \$50 incurred each fiscal year (not to exceed \$100 per family) plus 25% of reasonable charges in excess of the deductible (Note 6)	

#### TABLE ABOVE

- When outpatient care is directly related to the condition for which patient is hospitalized, it will be considered inpatient care in determining cost sharing in the following:
  - Pregnancy. All care except prescription drugs obtained by the patient related to the pregnancy, when the maternity patient is hospitalized for proper management of the pregnancy, including complications thereof. All hospital admissions for the pregnancy considered one admission.
  - All other conditions. Outpatient care provided within 30 days before and 120 days after hospitalization. ALSO, successive admissions to a hospital for similarly recurring or same condition considered one admission if no more than 30 days elapse between admissions.
- Beneficiaries who require continuous inpatient care in excess of 90 days must have a management plan approved by the appropriate office: OCHAMPUS, Denver; or OCHAMPUSEUR; or the major Navy overseas commander.
- Seriously physically handicapped and moderately or severely retarded spouses and children only.

## BENEFITS UNDER CHAMPUS BASIC PROGRAM USING CIVILIAN FACILITIES

Any procedure or type of care which is generally accepted as being part of good medical practice, other than one excluded by law, is an authorized CHAMPUS benefit under the basic program.

#### EXCLUDED by law are:

- Domiciliary or custodial care.
- Physical examinations and immunizations not for diagnostic or treatment purposes. (Except immunizations are authorized for dependents of active duty members who travel under orders outside the United States as a result of the member's duty assignment.)
- Routine well-baby care, except inpatient care of the newborn.
- Spectacles or examinations for correction of ordinary refractive error.
- Prosthetic devices other than artificial eyes, limbs, and some dental prostheses.
- Dental care except as authorized below.

REMEMBER the basic rule and these exceptions; these present a pretty good idea of what benefits ARE authorized. However, these additional facts concerning coverage which is authorized may add to your understanding:

- Benefits may be on an inpatient basis or outpatient basis almost anywhere.
- Treatment may be for medical and surgical conditions, for nervous, mental, and emotional disorders, or for chronic conditions or contagious diseases.
- Medical services may be provided by a civilian physician or by other medically related specialists (nurses, physical therapists, etc.) when ordered by a physician. "Physician" includes doctors of medicine, osteopathy, dental surgery, dental medicine, and surgical chiropody.
- All necessary supplies ordered by a physician are authorized, including orthopedic braces (but not orthopedic shoes), crutches, and artificial limbs and eyes.
- Drugs are covered if administered by a civilian inpatient facility or physician or procured from a pharmacy on a physician's prescription. Insulin is covered without a prescription.
- Non-Government ambulance service is authorized when medically warranted.
- Family planning is authorized. Includes medical supplies, surgical procedures, sterilizations and abortions, counseling, prescription drugs, and prescribed supplies.
- Dental care, including restorative dentistry and dental prosthetic devices, required as necessary adjunct to medical or surgical treatment of a primary condition other than dental.
- Rental of durable equipment such as wheelchairs or hospital beds. But before renting equipment, ask the uniformed service medical facility in your area if it can loan you what you need without cost, or ask your HBC what else you might do.
- There are also Christian Science benefits—in a certified Christian Science sanatorium, or outside from Christian Science approved practitioners and nurses.

## WHERE TO GET MORE DETAILED INFORMATION

- The HBC (Health Benefits Counselor) at your Navy or Marine Corps activity.
- The medical office of any uniformed service installation.
- The Surgeon General of the Navy. (USHBP-CHAMPUS Office, Bureau of Medicine and Surgery, Washington, D. C. 20390).
- OCHAMPUS, Denver, Colo. 80240.
- OCHAMPUSEUR, U. S. Army Medical Command, Europe, APO New York 09403.
- Navy major overseas commanders.

of disallowance from Social Security and submit a copy of the disallowance with a request for the issuance of a new ID card which does not preclude CHAMPUS eligibility after his 65th birthday.

### CIVILIAN OR UNIFORMED SERVICE FACILITY

**I**F YOU'RE ON ACTIVE DUTY and your dependents reside with you, they may elect to receive OUTPATIENT care either at a civilian facility under CHAMPUS (Basic Program) or in a uniformed service facility under the overall USHBP program. However,



for INPATIENT care under the CHAMPUS Basic Program, including related outpatient prenatal and postnatal maternity care, they usually must use a uniformed service facility, if one capable of providing the care is available where you live.

This is true even though you may be temporarily away from your home on orders or because your ship is deployed. There are exceptions—true medical emergencies for example. The rule and the exceptions are fully discussed in SecNavInst 6320.8 series. See your uniformed service medical facility or Health Benefits Counselor and ask about “nonavailability statements” before obtaining inpatient civilian care—or for the special rule in “emergencies.”

If your dependents do not reside with you on active duty, they may elect freely to obtain CHAMPUS Basic Program *inpatient and outpatient* benefits or they may use a uniformed services facility.

Retirees and their dependents and spouses and children of retired or deceased members have no restrictions placed on them.

### HEALTH BENEFITS COUNSELORS

**I**T ISN'T NECESSARY that you and your dependents have a detailed knowledge of CHAMPUS, because

the Surgeon General, at the general direction of the Secretary of the Navy, has established the Health Benefits Counselor Program at most Navy and Marine Corps commands.

The Counselor, or HBC as he's probably now known, will help your dependents get the maximum benefits of the USHBP including CHAMPUS. He also will have information or will know where you and your dependents can get information on other state and federal medical programs. BuMed Instruction 6320.43 established this counselors' program on 8 Dec 1970.



### LIMITATIONS ON BENEFITS IN UNIFORMED SERVICES FACILITIES

**G**ENERALLY, IF YOU LIVE near a uniformed services medical facility, you and your dependents are already somewhat aware of what medical care can be obtained there.

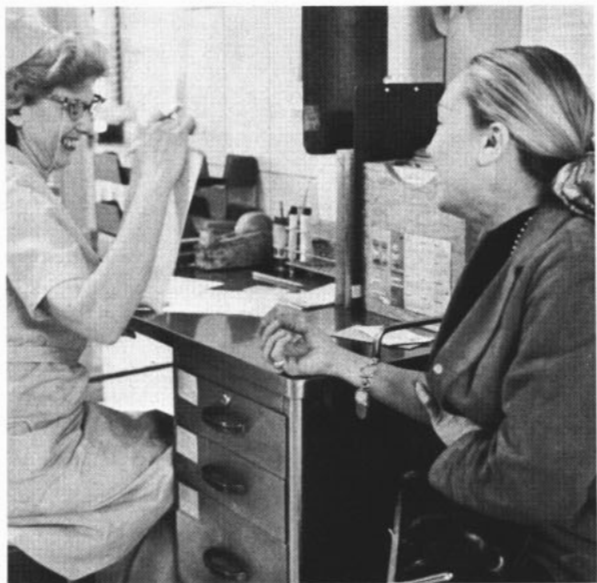
But, remember that the furnishing of all health benefits to beneficiaries of the United Services Health Benefits Program is a secondary function of that facility, for in a military facility the primary concern of the staff must be with the health of the military member himself.

Congress has said that all benefits available to USHBP beneficiaries are to be “subject to the availability of space and facilities and the capability of the medical staff.” And the medical or dental officer in charge of the medical facility is authorized to determine the facility's capability to provide care and his decision, by law, is final. It should not be a surprise then to find that different facilities may have differing amounts and types of care.

However, within this limitation and some listed below, a wide variety of medical services are available to USHBP beneficiaries. The retired member himself is



eligible for any health care available to an active duty member, except that the law says that some members retired for physical disability who are suffering from chronic conditions must get their care for that condition at the Veterans Administration. The services can provide care for other conditions or for acute phases of the chronic condition if VA facilities aren't readily available. The USHBP regulations generally are not applicable to retired members' care in uniformed services facilities so that the material to be covered now about care in uniformed services facilities applies only to dependents and survivors.



Remember this: The law specially excludes the following:

- Domiciliary or custodial care.
- Prosthetic devices, hearing aids, orthopedic footwear, and spectacles except that—Outside the United States and at stations inside the United States where adequate civilian facilities are unavailable, such items *may* be sold to dependents at cost to the United States, and

Artificial limbs and artificial eyes *may* be provided.

Patients are charged for health benefits in uniformed services facilities of the Army, Navy, Air Force and selected Public Health Service (PHS) facilities, as follows:

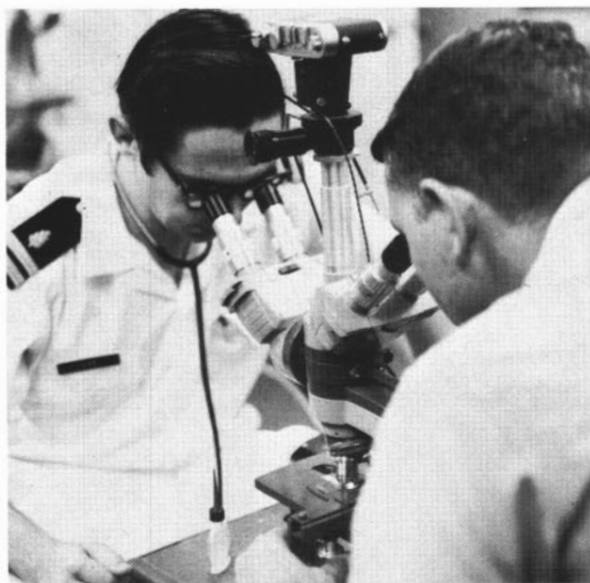
*Outpatient benefits*—no charge.

*Inpatient benefits* — Retired officers and warrant officers pay the charge for subsistence. Retired enlisted men and women pay nothing. Dependents pay \$1.75 a day, except that no charge is made for newborn infants, while the mother is a patient in the hospital. However, in cases where the mother is discharged from the hospital and the infant remains as a patient, the \$1.75 daily charge continues.

## SOME CHAMPUS CHARACTERISTICS

**T**HE LANGUAGE USED BY CONGRESS in authorizing the use of civilian medical facilities under CHAMPUS leaves plenty of room for the program to grow.

Most medical programs provided under private health insurance or in private industry offer a fixed set of benefits for a specified period of time, such as a year. Improved medical care techniques and other medical advances become available but won't be included in the program until the end of the fixed



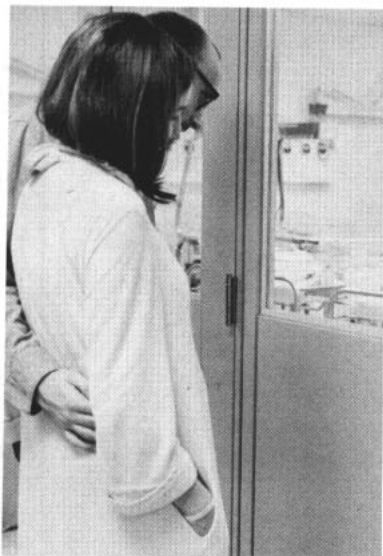
period. Or, because these programs generally depend upon premiums to offset the cost of the benefits provided, these new items may not be included for several years, or if included, the premiums may be increased.

*Not so with the CHAMPUS, which grows with the advances of medicine.* New procedures and types of care become authorized benefits under CHAMPUS when they are accepted by the medical profession as being part of good medical practice and, of course, provided they are not among those few items excluded by the Congress. These excluded items are covered in the summary on pages 32 and 33.

Many CHAMPUS beneficiaries have been under the mistaken impression that the program pays the full amount of the costs for services and supplies by civilian sources for authorized health care. This is not the case, although CHAMPUS pays the bulk of the cost.

CHAMPUS is a cost-sharing program. The government pays a significant portion of the charges determined to be reasonable. You pay the remainder. And in some instances, depending on the circumstances, you may be responsible for payment of more than the beneficiary's share listed below.

Not every civilian source of health care participates



in CHAMPUS. By "participate," we mean that the source submits his claim directly to the CHAMPUS administrator on CHAMPUS claim forms. These forms contain a statement to the effect that the claimant (the source of care) agrees to accept as full payment the authorized patient's and government's share as determined under CHAMPUS. If the charges are determined by the fiscal administrator to be higher than the "reasonable charges," the source cannot collect the additional amount from either the government or the patient beneficiary.

If your dependent obtains services from a source that does not "participate" and the charges are in excess of those determined by CHAMPUS to be "reasonable," then you must pay not only your share of the "reasonable" charges but also the amount of the total charge in excess of the "reasonable" charge.

If you wish to avoid this situation, have your dependents obtain care from sources who are willing to file the claims themselves. Remember, whether or not to "participate" is a personal decision for the source of care and "participation" is voluntary.

## WHAT'S REASONABLE?

**L**ET'S SAY A CLAIM IS SUBMITTED to one of the civilian agencies which serve under contract as fiscal administrator for CHAMPUS in the United States. The administrator takes into account the customary charges made by the physician, and the usual charges by other physicians in the community for similar services. He also considers any unusual circumstances and professional effort involved in the case.

Similar procedures are used to determine reasonable charges for other medical services related to the case. A hospital charge is considered reasonable if it is the hospital's customary charge to the public.

The fiscal administrator for a given area keeps track of all these prevailing rates, charges, and fees, and bases a determination on this up-to-date information available to him.

## CHAMPUS BASIC PROGRAM

**A**NY PROCEDURE OR TYPE OF CARE which is generally accepted as being part of good medical practice,



other than one excluded by law, is an authorized CHAMPUS benefit under the basic medical program.

Excluded by law are:

- Domiciliary or custodial care.
- Physical examinations and immunizations not for diagnostic or treatment purposes. (Except—immunizations are authorized for dependents of active duty members who travel under orders outside the United States as a result of the member's duty assignment.)
- Routine well-baby care, except inpatient care of the newborn.
- Spectacles or examinations for correction of ordinary refractive error.
- Prosthetic devices other than artificial limbs, eyes and some dental prostheses.
- Dental care except as necessary in the treatment or management of a medical or surgical condition other than dental. See box for more details.

If you can remember the basic rule and these exceptions, you will have a pretty good idea of what benefits are authorized. However, these additional facts concerning coverage may add to your under-

standing of those benefits which ARE authorized:

- Benefits may be on an *inpatient* basis or *out-patient* basis almost anywhere.
- Treatment may be for medical and surgical conditions, for nervous, mental, and emotional disorders, or for chronic conditions or contagious diseases.
- Medical services may be provided by a civilian physician or by other medically related civilian specialists (nurses, physical therapists, etc.) when ordered by a physician. "Physician" includes civilian doctors of medicine, osteopathy, dental surgery, dental medicine, and surgical chiropody.
- All necessary supplies ordered by a physician or other authorized professional person are authorized including, among other items, orthopedic braces (but not orthopedic shoes), crutches, and artificial limbs and eyes.
- Drugs are covered if administered by an inpatient facility or physician or procured from a pharmacy on a physician's prescription. Insulin is covered without a prescription.
- Non-government ambulance service is authorized



when medically warranted by certain circumstances.

- Family planning is authorized. Includes medical services (surgical procedures such as sterilizations and abortions), counseling, prescription drugs, and prescribed supplies.

- Rental of durable equipment such as wheelchairs or hospital beds. But before renting equipment, ask the uniformed service medical facility in your area if it can loan you what you need without cost, or ask your HBC for assistance.

- There are also Christian Science benefits—in a certified Christian Science sanatorium, or outside from C.S.-approved practitioners and nurses.

If inpatient care for a chronic condition is to extend beyond 90 days, an approved management plan is generally required before CHAMPUS benefits can be paid. Details of the requirements are in SecNavInst 6320.8 series or may be obtained from your local Health Benefits Counselor (HBC).

CHAMPUS Basic Program as to all beneficiaries except active duty dependents, is a "last pay" program. This means that if any beneficiary other than an active duty dependent has health plan coverage (insurance, medical service, or other health plan) which is provided by law (such as Supplemental Medical Benefits, Medicare, Part B), or through employment, he cannot obtain CHAMPUS benefits if the other coverage applies.

When making a CHAMPUS claim, he must certify that he has no other health plan as described above, or that he has such a plan and it does not cover services and/or supplies in the claim.

In general, if the other plan does not cover all of the charges involved, CHAMPUS can be applied to the balance. CHAMPUS frequently pays the entire balance.

There are again several exceptions to the other health plan rule. If this applies to your case, you should obtain more information from the sources listed elsewhere.

### **COST SHARING— THE BASIC PROGRAM**

**I**F YOU'RE ON ACTIVE DUTY, and your wife or child obtains authorized inpatient care in a civilian facility, you are responsible for the payment of the first \$25 of the hospital charge or \$1.75 a day, whichever is greater. CHAMPUS pays the remainder of the reasonable charge.

For outpatient care (such as visits to the doctor's office or a clinic), you pay the first \$50 each fiscal year, plus 20 per cent of the charges over the \$50 deductible. However, if you have two or more dependents receiving benefits, you pay a maximum \$100 each





fiscal year, plus 20 per cent of the charges over \$100. CHAMPUS pays the balance of the reasonable charge.

*If you are a retired member*, your obligations (for you and your dependents) are as follows:

*Inpatient care*—25 per cent of the hospital charges and fees of professional personnel. The government pays the remainder of reasonable charges.

*Outpatient care* — The first \$50 each fiscal year, plus 25 per cent of the charge over the \$50 deductible. If there are two or more eligible beneficiaries in your family who receive benefits, the deductible is \$100, plus 25 per cent of the charges over \$100. The government pays the remainder, again assuming it's reasonable.

When figuring the cost sharing, note that outpatient care provided within 30 days before and 120 days after hospitalization, if directly related to a condition for which hospitalized, is considered inpatient care. Generally outpatient maternity care is considered inpatient care also.

## CHAMPUS HANDICAPPED PROGRAM

**H**ANDICAPPED OR RETARDED PERSONS can place a tremendous burden on the persons responsible for them. For this reason the Congress added to the CHAMPUS package a special program of services and supplies aimed at helping the handicapped or retarded person overcome or adjust to his condition.

As limited by Congress, however, only seriously physically handicapped or moderately or severely retarded spouses and children of active duty members can benefit. No other USHBP beneficiaries have these benefits available to them. In general, eligibility is determined in the same manner as for all the other USHBP benefits.

This also is a cost sharing program—that is, the services and supplies are not furnished under the program; the government shares the costs of such services and supplies with the service member.

We found previously that the Basic Program was a growth program because of the broad authorizing language used by Congress. This is also true of the Handicapped Program.

In general, one of the main difficulties for families with retarded or handicapped members is finding the places where the needed care can be obtained or the persons who will provide them. There has been a desperate shortage of persons and places to help retarded and handicapped persons and ideas for improvement. National attention is being focused on these problems, and because this is a growth program, the new ideas, the new services, the new facilities will generally be

includable under the Handicapped Program as they become available.

At the present time there is no national clearinghouse of information or national register of United States facilities specializing in the treatment or re-education of the handicapped or retarded person. Information as to places which have been approved under CHAMPUS is being maintained by OCHAMPUS, Denver, the administrator of CHAMPUS in the United States, so some information is available. Your HBC can assist you in obtaining information and helping you in filing for advance approval for your family member.

## HANDICAPPED PROGRAM BENEFITS

**I**N A GENERAL WAY, diagnosis, therapy, training, special education, rehabilitation, are authorized benefits under the Handicapped Program. Since all benefits under the CHAMPUS Handicapped Program must be approved in advance, only those items required for the correction or treatment of the specific retardation problem or handicapping condition will be authorized. There must be some expectation that the services or supplies for which approval is being requested will have a beneficial effect on the patient involved.

The Handicapped Program is in addition to the Basic Program. For this reason, a benefit which can be authorized under the Basic Program is generally not approvable under the Handicapped Program.

More specifically authorized benefits include:

- Diagnosis, on an inpatient or outpatient basis.
- Medical and dental procedures necessary to correct or treat medical retardation or a physical handicap. (See box on Dental Care.)
- Training and special education. In general education, exercise, or practice needed to alleviate, overcome, or adjust to a physical handicap or mental retardation.
- Prosthetic devices and orthopedic appliances.
- Special optical devices.
- Durable equipment, such as wheelchairs, iron lungs, nebulizers, rehabilitative aids on purchase or rental basis.
- All benefits may be provided on an inpatient or outpatient basis, in the home, or in a special institution on a residence basis.
- Transportation to and from institutional care. Normally applicable only to live-in institutional care.

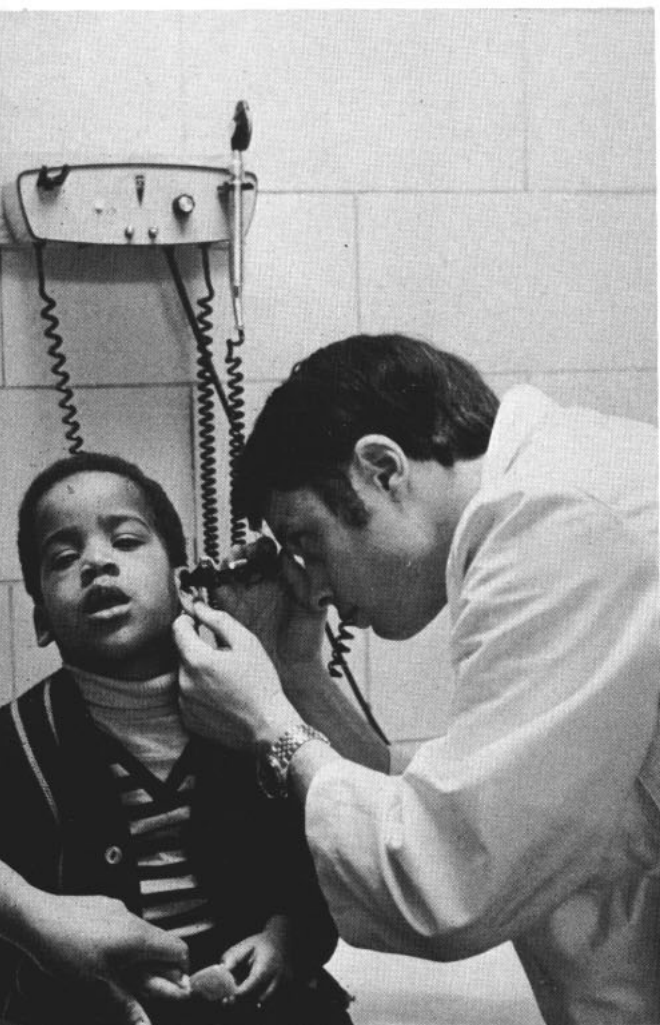


- Drugs and medicines obtainable only by prescription and insulin.

- Professional services of all types of personnel—physicians, dentists, optometrists, speech therapists, occupational therapists, nurses, teachers, vocational instructors, etc.

Items and services *not authorized* under the program for the handicapped include: spectacles or contact lenses for correction of ordinary refractive error; routine dental care except when required in the treatment of the handicapped condition; academic education normally provided in the public school system; custodial care in the home and homemaker services; treatment for medical and surgical conditions of a temporary nature; nervous, mental and emotional disorders; and chronic conditions and diseases.





## PRIOR APPROVAL REQUIRED FOR HANDICAPPED PROGRAM

**T**O OBTAIN BENEFITS, normally, the sponsor or other responsible family member must send a request for acceptance of the dependent under the program to OCHAMPUS, Denver; OCHAMPUS Europe; or the appropriate Navy overseas commander.

The request must include this information:

- Sponsoring active duty member's name, grade, service number, branch of service, organization, and the date of expiration of member's current term of service or date of his retirement.
- Handicapped dependent's name and address. If in an institution, name and address of institution.

- Age and relationship of the dependent to the active duty member.

- A signed statement by a physician or dentist giving the diagnosis, history of the dependent's disability, present condition, prognosis, a recommended plan for management of the condition, and the estimated cost. See your HBC for additional information.

## CHAMPUS CLAIMS PROCEDURE

**C**HAMPUS CLAIMS ARE ADJUDICATED and paid by CHAMPUS Fiscal Administrators in the United States, Canada, Mexico, and Puerto Rico. A complete list of these administrators is contained in SecNavInst 6320.8 series. OCHAMPUSEUR pays claims in Europe, Africa, the Middle East, and Pakistan, India, Nepal, Afghanistan, the Malagasy Republic, and Ceylon. In other areas, bills for Navy and Marine Corps families are paid by the major Navy area commander.

The government's share of reasonable charges for authorized care can be paid direct to a civilian provider of care or as reimbursement to the patient. A CHAMPUS claim can be submitted by either the provider of care or the patient, as appropriate. Providers of care who agree to participate in CHAMPUS must submit the claims themselves. Most sources of care have been furnished supplies of the appropriate claims forms. Blank forms may be available from your HBC who can also help you with your claim's procedure. SecNavInst 6320.8 series also carries additional information.

## USHBP SAVES YOU MONEY

**I**N DOLLARS AND CENTS, the value of USHBP protection is inestimable. Even if your dependents are never sick, you can consider yourself lucky with regard to the financial aspect *because USHBP will have saved you the cash you otherwise would have spent on medical insurance.*

If your wife or children do need medical treatment, USHBP entitles them to the best of care available from civilian sources or in uniformed services medical facilities.

Whether it's a quick visit to the dispensary or hospitalization for a rare ailment which requires costly surgery, the Navy—and USHBP—will go to great lengths to see that you and your dependents receive the care to which you all are entitled, at little cost to you.

## USHBP INFORMATION AND COUNSELING

**T**HE BASIC DIRECTIVE on the Uniformed Services Health Benefits Program is, in Navy listings, SecNav Instruction 6320.8 series. Much of the information in the report on these pages is based on the latest directive in the series (6320.8D). There are and will be other directives issued by BuMed in the 6320 classification providing Navy implementation instructions, particularly with respect to the issuance of Nonavailability Statements and CHAMPUS in those areas overseas for which Navy area commanders have responsibility.

The Health Benefits Counseling Program which was established by BuMedInst 6320.43, 8 Dec 1970, provides for an information and counseling program to be established at all Navy and Marine Corps commands which have a Navy Medical Officer attached. The individual charged with the actual counseling responsibility within the command is to be known as the Health Benefits Counselor, or probably the HBC.

*The USHBP is probably the most comprehensive health care program in the United States today.* For this reason, it is not possible to publish either regulatory or informational material which will cover all of the problems with which the Navy family may be faced in obtaining authorized benefits. BuMed will be supplying the HBCs with information on a current basis. As this program swings into high gear you will find the HBCs an invaluable source of information.

Other sources of information are:

The medical office of any uniformed service installation.

The Surgeon General of the Navy. (USHBP-CHAMPUS Office, Bureau of Medicine and Surgery, Washington, D. C. 20390).

OCHAMPUS, Denver, Colo. 80240.

OCHAMPUSEUR, U. S. Army Medical Command, Europe, APO New York 09403.

Navy major overseas commanders.



## ADMINISTRATION

**T**HE LAW makes the Secretary of Defense and the Secretary of Health, Education, and Welfare jointly responsible for the implementation of the program.

They issue broad policy guidelines which are jointly implemented by the appropriate Secretaries of the Uniformed Services in the form of a joint directive, SecNav Instruction 6320.8 series and SecNav Instruction 6320.9 series. (The Surgeon General has been redelegated all Navy program functions except those relating to determinations of dependency and relationship, which have been redelegated to the Chief of Naval Personnel and the Commandant of the Marine Corps.)

OCHAMPUS, Denver, Colo. 80240, an agency of the Army, using the DOD and joint service guidelines, administers CHAMPUS in the United States, Canada, Mexico, and Puerto Rico.

A similar office, OCHAMPUSEUR, U. S. Army Medical Command, Europe, APO New York 09403, is responsible for Europe, Africa, the Middle East and Pakistan, India, Nepal, Afghanistan, the Malagasy Republic, and Ceylon.

Outside the above areas each service administers CHAMPUS for its own personnel with the area functions being administered by major service commanders. BuMed issues guidelines for this phase of CHAMPUS as it relates to Navy and Marine Corps families.

A note for the general reader: If you have a problem or a query, your point of contact is the Health Benefits Counselor (HBC) who may be located at the nearest Naval Medical Command.



## VETERANS ADMINISTRATION CARE FOR RETIRED MEMBERS

All retired members of a uniformed service who are entitled to retired, retainer, or equivalent pay are eligible for care for nonservice-connected disabilities in Veterans Administration facilities on a space-available basis as beneficiaries of their respective services.

*These retirees no longer have to state under oath that they are financially unable to defray the cost of care.* There is no charge for outpatient care. For hospitalization, retired officers and warrant officers pay subsistence charges; retired enlisted members pay nothing.

## DENTAL CARE IN UNIFORMED SERVICES FACILITIES & CHAMPUS

For a list of the beneficiaries who are eligible for dental care, see the basic listing of authorized personnel in the basic story and in the center-spread chart.

### UNIFORMED SERVICES FACILITIES

Now—here's a brief rundown on the type of dental care that is available at Uniformed Services Facilities of the Army, Navy, Air Force and selected PHS facilities:

#### OUTSIDE THE UNITED STATES:

- Routine dental care is authorized.

INSIDE THE UNITED STATES, the following types of dental care are authorized:

- Emergency dental care.
- Dental care, including restorative dentistry and dental prosthetic devices, deemed necessary as an adjunct to medical or surgical treatment of a disease, condition or injury.
- The taking of diagnostic X-rays.
- Consultation services.
- Routine dental care may be provided ONLY at installations which have been authorized on an individual basis to provide such dental care. These installations are selected BECAUSE civilian dental resources in the area cannot absorb military family workload.

NOTE: Remember that all care is *subject to the availability of space and facilities and the capabilities of the dental staff.*

### CHAMPUS BASIC PROGRAM

Here's a rundown of the dental care authorized at civilian facilities under CHAMPUS.

Dental care is authorized when it is a part of medical or surgical treatment.

Dental care, including restorative dentistry and dental prosthetic devices, is authorized when required as a necessary adjunct to medical or surgical treatment of a primary condition other than dental. (For a definition, dental care is considered "adjunctive" when, in the professional judgment of the attending physician and dentist, it may be anticipated to exert a beneficial effect on the primary medical or surgical condition or its after effects or secondary results.)

When hospitalized for "nonadjunctive" dental care, CHAMPUS shares the cost of hospital charges and fees for professional services which are required because of hospitalization, but the fees of the dentist are not payable. Also authorized is the surgical removal of the pulp and restoration of the tooth or teeth in the case of wounds, fractures, lacerations, and dislocations.

### CHAMPUS HANDICAPPED PROGRAM

Spouses and children of active duty members ONLY are eligible for the following types of dental care:

Dental care, including orthodontia, needed to correct handicapping conditions. The orthodontic problem itself may be serious enough to qualify the patient as a handicapped person upon review of a management plan by the appropriate program administrator (OCHAMPUS, Denver, OCHAMPUSEUR, or the major Navy commander in other overseas areas).



- ALMOST 60,000 ADVANCE OFF FEBRUARY EXAMS

The first of about 60,000 enlisted Navymen will be sewing on new crow's, adding chevrons or donning CPO uniforms this month, as a result of the February exams. Among those authorized for advancement are almost 2500 new chiefs and about 5000 new PO1s; in the lower pay grades, more than 21,000 will be advanced to PO2 and about 30,000 to PO3. Included in the totals are field promotions, and advancements for 617 AIRTARS and 59 SURTARS.

- MORE ON COMBAT AND FITNESS REPORTS

Combat service will be immediately recognized by future promotion selection boards through a new special entry in officers' fitness reports. (See ALL HANDS, Apr 71, p.33.) Officers who have received hostile fire pay in the past may now ensure that such combat service is recorded in their official records by submitting affidavits to CHNAVPERS. See BuPers Notice 1611 series for details.

- NEED FOR STUDY UNDERSCORED

During the past year 92,820 GED exams were administered and 14,587 Navymen qualified for high school equivalency certificates. But one out of every eight enlisted Navymen still does not possess a high school diploma or the equivalent. Commands are being encouraged to tailor available educational programs to local needs and resources, and to ensure that all Navymen have the opportunity to finish high school.

NavOp 54 (24 Mar 71) urges commands to organize preparatory high school classes using USAFI materials, particularly in English and mathematics; to find military volunteers to act as group study instructors or request funds to hire civilian instructors; and to encourage Navymen to attend high school classes under the Predischarge Educational Program (PREP). Navymen with more than 180 days of active duty are eligible for PREP; no charge is made against GI Bill entitlements. See your educational services officer for more information.

- NAVY MOVES TO EASE OVERPAYMENT POLICY

Navymen making up earlier overpayments will receive at least half of their net pay due each payday, as long as they have sufficient remaining obligated service to balance their accounts. The new policy, announced in NavOp 49 (17 Mar 71), resulted from a retention study group's report of instances when overpayment errors have resulted in Navymen receiving little or no pay on one or more paydays. In cases where remaining obligated service is not sufficient for repayment, disbursing officers may continue to withhold up to a maximum of two-thirds of available pay, in accordance with the DOD Pay Manual.

- EARLY AUGMENTATION INTO REGULAR NAVY

Reserve officers who are highly motivated toward naval careers may now apply for augmentation into the Regular Navy after having served on active commissioned duty for 12 months, exclusive of periods of duty under instruction in excess of 30 days. Changes approved by Secretary of the Navy John H. Chafee also provide that commanding officers may recommend waivers to six months' active commissioned service before augmentation for junior officers with high career potential. See NavOp Z-79 for details.

- NEW AVIATION DETAILER PHONE NUMBERS

Phone numbers for the aviation lieutenant commander and junior officer assignment section in BuPers have been changed to Autovon 224-4345 and 224-4671, or commercial 202 OX4-4345 and 202 OX4-4671. Dialing any of these numbers automatically connects you to an open line.

- COMMISSARY STOCK LIMITS LIFTED

Limits on how much stock Navy commissaries may carry have been eliminated, and stores are being instructed to carry enough of all items to satisfy customer demand, limited only by available shelf and storage space, and by overall category ceilings. The new policy is expected to contribute to better customer service.

- NEW NROTC UNITS AT SOUTHERN U., SAVANNAH STATE

Naval Reserve Officers' Training Corps units will be set up soon at Savannah State College in Savannah, Ga., and Southern University in Baton Rouge, La. Selected naval officer candidates will begin training this fall at the two predominantly black institutions. The new NROTC units are part of the Navy's continuing efforts to increase opportunities for minority groups. (See ALL HANDS, April 71, p. 4.) The first such unit at a predominantly black university, Prairie View A & M in Texas, was set up in 1968; the first 13 graduates of that program were commissioned last June.

- DISLOCATION ALLOWANCE FOR LOCAL MOVES

Some Navyman may be unaware that they could be eligible for dislocation allowance on local moves. Joint Travel Regulations (Art. M 9003 and M 9004) state that a serviceman is eligible for this allowance when changing permanent duty stations, except if the move is within the corporate limits of the same city. In cases involving a move within the same local area, from Barbers Point to Pearl Harbor, for example, a Navyman would be eligible for dislocation allowance,



provided that his new commanding officer stated that a move of household goods was necessary. See your disbursing officer for more information.

## ● MCPOs ON E-8/E-9 SELECTION BOARDS

Beginning next month, senior and master chief selection boards will be composed of both officers and master chief petty officers as fully participating members. The change is expected to benefit the Navy now and in the future--not only will boards have the advantage of top-notch enlisted experience, but master chiefs selected will return to their duty stations better prepared to pass on "...an increased awareness of those standards of service which lead to a successful Navy career."

## ● ADCOP STUDENTS SWELL HONORS LISTS

Navy and Marine Corps students enrolled at Del Mar College in Corpus Christi, Tex., under the Associate Degree Completion Program (ADCOP) crowded the Dean's List and the ranks of straight A students during the first semester of the 1970-71 academic year. The 165 Navy-men and four Marines enrolled are less than five per cent of the college's student body of more than 4000. Yet more than half of the ADCOP students made the Dean's List, which represents the top 10 per cent of the student body. Of 65 Del Mar students who made perfect straight A averages, 24 were ADCOP men. If you're a career petty officer and would like to earn a college degree--with the Navy picking up the tab--see your career counselor and "ADCOP at Del Mar," ALL HANDS, Apr 70.

## ● NROTC SCHOLARSHIP WINNERS NAMED

About 2800 successful candidates for the NROTC College Scholarship Program, and over 1200 alternates, have been named. The candidates were selected from almost 19,000 applicants; they will enter leading colleges and universities this fall and receive their education at government expense. They were chosen by selection committees in each state, the District of Columbia, Puerto Rico and the Canal Zone--each committee consisting of a senior naval officer, a leading educator, a civilian prominent in a field other than education, and a minority advisor. The NROTC program is available primarily to recent high school graduates, but active duty Navymen may also apply. For details, check ALL HANDS, Dec 67, p. 40, and see your career counselor.

## ● SEPARATION AT OVERSEAS DUTY STATION

If you're serving outside CONUS when you become eligible for separation under honorable conditions, you may be separated at your duty station, if you so desire. If you are serving in the Republic of



# briefs navy navy navy navy

Vietnam or contiguous waters, the duty station for purpose of separation has been designated as Naval Station, Subic Bay. Your commanding officer has the authority to grant permission for overseas separation at your request, if you're an enlisted Navyman. Officers must forward requests to CHNAVPERS for approval.

To be eligible for overseas separation, you must first obtain the necessary passport and visas for foreign countries involved. If your home of record, or place of entry on active duty, was Alaska, Guam, Hawaii, Puerto Rico or the Virgin Islands, and you wish to return there to live, you may also be transferred there for separation. If you are a citizen of the Republic of the Philippines, and do not desire to reenlist, you will normally be returned to the Philippines for separation.

## ● CENTRALIZED DETAILING EXPANDING ON SCHEDULE

Effective next month, detailing for 11 more ratings and eight more NECs will be centralized in BuPers. Newly centralized ratings are AK, AME, AS, IC, LI, MR, PC, PR, QM, RD and SM; NECs affected are HM-8402, 8403, 8417, 8432, 8452, 8482, 8484 and 8498. Other HMs will be centralized in October. Navyman in these ratings and NECs should submit duty preference cards to CHNAVPERS no later than 31 May. (See below for their importance.) If your rating or NEC has been centralized--check your personnel office or ALL HANDS, Mar 71, p.16, for a complete listing--you'll benefit from greater personalized service because you'll have your own detailer in BuPers. Even if your rating or NEC isn't on the list yet, you don't have long to wait: total centralization of detailing for all petty officers and designated strikers is scheduled for 1 July 1972.

## ● GOOD CONDUCT AWARDS

Your commanding officer may now award you the Good Conduct Medal, and stars for subsequent awards, the same day you become eligible. The new procedure of retaining the entire enlisted performance record, including prior service, in your current service record makes it possible for your eligibility to be verified at the local level, without reference to records maintained at BuPers.

## ● YOUR NEXT DUTY: CHOICE OR CHANCE?

The personal satisfaction you derive from your next set of orders depends greatly upon the attention you give to submitting your duty preferences. Every day BuPers offices process numerous reassignment cards without expressed duty preferences. In these cases, assignments must necessarily be based solely on the needs of the service. In other cases, Navyman limit their choice to one homeport, ship type or locality. If there are no vacancies in the limited area requested, the assignment

must be made without the benefit of secondary preferences. You can eliminate the chance in your next assignment by submitting a duty preference card and keeping it up-to-date, if your rating has already been centralized. (See ALL HANDS, Mar 71, p. 16.) If it hasn't, you'll have a chance to submit a rotation data card when you make Seavey or Shorvey.

- GET THAT NUMBER RIGHT!!

In ALL HANDS' March issue, an article titled "Your Man in Washington" included the Autovon telephone number (224-3701) of the Enlisted Liaison Branch (Pers P22) in BUPERS. Since the number was made available many Navymen have tried to reach the office, but some, unfortunately, have dialed the number commercially instead of through the Autovon system.

As it turns out, the commercial number leads to the office of a Congressman on Capitol Hill whose telephone has consequently been tied up by Navymen trying to reach Pers P22.

If dialed Autovon, the number we published in March (224-3701) is correct. However, if you wish to dial the office commercially, the correct number is 202-OX4-3701.

- CONCURRENT TRAVEL TO PHILIPPINES SUSPENDED

If you've got orders to the Philippines, better think twice about taking your dependents along, at least until base reconsolidation is completed there. Concurrent travel has been suspended for all grades and entry approval for individually sponsored dependents will not be authorized. In most cases, if you transport your dependents to the Philippines at your own expense, they will not be eligible to use government facilities, such as commissaries and exchanges. Already crowded medical facilities may not have time or space to provide routine care for them, temporary government housing is not available, and acceptable off-base housing is scarce.

- DP SCHOOLS EMPHASIZE COMPUTER TRAINING

As computers become increasingly important in Navy accounting systems, Navy training has been modified accordingly. Data Processing Technician Class "A" School curriculum was revised recently to add emphasis on computer programming and operation--which also resulted in reducing course time from 16 to 12 weeks. DP "C" School curriculum has also been revised to take more advantage of visual training aids, which has resulted in greater retention of study matter by students in less classroom time. Specialized computer courses have been reduced in length by several weeks as a result.



- SOCIAL SECURITY NUMBERS REQUIRED ON ALL FORMS

Whatever your Navy job, you probably submit or handle official correspondence, documents, forms or reports concerned with personnel administration. Effective immediately, you should include both military service numbers and Social Security numbers on all forms and reports involving yourself and other Navymen. The use of both identification numbers is intended to lessen difficulties involved in conversion of personnel records from service numbers to Social Security numbers. Specific procedures are explained in BuPers Notice 1070 on this subject.

- MEDICAL OFFICER PROMOTION CHANGES

The promotion system for Navy medical officers has been substantially altered. Under the new system, which is applicable to medical officers in the other services as well, Navy medical officers are eligible for selection and promotion when they complete specified numbers of years of training, experience and active service in grade. The traditional system for promotion of dental officers remains unchanged. For complete details, see SecNav Notice 1420 (17 Mar 71).

- PROJECT BOOST OPENS UP OFFICER PROGRAMS TO MINORITIES

Project BOOST is the Navy's latest effort to open up opportunities for careers as naval officers to enlisted Navymen from minority groups who have demonstrated their potential for leadership, but whose academic backgrounds may be insufficient. "BOOST" stands for "Broadened Opportunity for Officer Selection and Training," and that's just what the new program will offer to selected candidates: tailored programs of instruction of up to two years, aimed at correcting academic deficiencies, preparatory to competing for the U.S. Naval Academy, NROTC Navy-Marine Scholarships, or the Navy Enlisted Scientific Education Program (NESEP).

Project BOOST, currently conducted at the Naval Academy Preparatory School in Bainbridge, will be relocated this summer at Service Schools Command, San Diego. Applicants must be between 17 and 21 years old, as of 1 July of the year admitted, and meet other requirements detailed in BuPers Notice 1500 (10 Mar 71). A high school diploma is desirable, but not absolutely necessary. Applications for Project BOOST will normally be processed in April and May of each year and should reach BuPers by 15 May, although this year some late applications may be accepted within a reasonable time after that deadline. Selected candidates can expect orders for classes beginning on 15 August of the year they apply. Look for a complete report on Project BOOST in an upcoming issue.



# from the desk of the Master Chief Petty Officer of the Navy

## Getting Underway



**AFM JOHN D. WHITTET**

men and women at the CNO/BuPers level. The Navy has dynamic and aggressive leadership at the top and it will certainly be a challenge to serve with these leaders.

For the past three years I've served as a Senior Enlisted Advisor for both Commander Fleet Air, Argentia, and for Commander Naval Air Force, Atlantic Fleet, and I've witnessed firsthand the interest in communications of these leaders and the unquestionable value of communications through the Senior Enlisted Advisor's office to both enlisted personnel and officers alike. Likewise, our leaders recognize the importance of this office to all personnel.

**A**S I BEGIN MY TOUR of duty as the second Master Chief Petty Officer of the Navy, several goals still remain to be reached. As always, the Navy must continue to attract and retain people with dedication, ability and the capacity for growth. Retention

**T**HE NAVY has retired its best-known Chief Petty Officer and first Master Chief Petty Officer of the Navy. And, somehow, I have to follow in those giant footsteps left by GMCM Delbert D. Black. At the same time, I am both awed by the prospect and very anxious to try.

I'm anxious because these are interesting times in the Navy, and I'm delighted to have the opportunity to serve our enlisted

of quality people is the concern of every Navyman.

Along with this goal, we must strive to maintain the dignity and worth of the individual. He must be made to feel a sense of accomplishment; that his contribution to the Navy's mission is a very important one; and that success of the team depends as much on him as on anyone.

In consideration for a job well done, his rewards, by necessity, must also be of a material nature in the form of increased pay and allowances, better housing and improved deployment schedules.

Enlisted have been talking about their grievances and problems for years. A few people have listened, but very little has actually ever been done. I know these problems because for 17 years, I had the privilege of wearing a "white hat" myself. So I think I know the frustrations that only someone who has lived that life can fully appreciate.

But now there's someone at the top who is listening and taking action. We've moved further ahead in the past 11 months with our personnel programs than we have in the past 100 years. People are realizing that if we treat our sailors like responsible individuals, most will respond accordingly.

I've spent the past few months learning my way around the various offices and departments of BuPers, and preparing myself for the job. I've received briefings on a variety of subjects and topics and have had a chance to work closely with a number of very knowledgeable people here in the bureau as well as in the recently established CPO Advisory Board. So with the patient assistance I've received from these people, as well as an outstanding office staff to help me, I'm starting out confident and eager. I plan to begin my tour by visiting commands, units and locations that Master Chief Black did not have the opportunity to visit during his term of office.

And at the outset, may I offer a suggestion? Whenever possible, work through your local SEA at the command, type command and fleet levels. Give him a chance to help solve your problems or take action on your ideas and suggestions. The whole Senior Enlisted Advisor program is intended to make the Navy a better place to work and live and a more attractive career. Of course, everyone is welcome to write directly to my office. However, more often than not, the answer to a particular question or the solution to a certain problem can be found right in the command.

I ask the support of all hands and seek God's guidance in helping me carry out the responsibilities of the office of the Master Chief Petty Officer of the Navy.

# How to Expedite the Processing of **MEDALS AND AWARDS**

**N**OT MANY NAVYMEN can cover their chests with medals and, of course, that's the way it should be.

It is, however, unfortunate when the pendulum swings to the other extreme and a person who deserves a medal doesn't get it.

To receive a medal, there are two requirements: the recipient must perform some action or service worthy of recognition and he must be recommended for the award. Both requirements are important but without the latter, the former will come to naught.

Any officer can recommend an individual for an



MEDAL OF HONOR

award so long as he knows the facts in the case and is superior in rank to the individual he recommends.

Clearly, then, the officers bear the primary burden of seeing that deserving Navymen receive the honors which are their due. There is nothing in the rules, however, which says that any enlisted man who thinks one of his subordinates deserves an award shouldn't call the matter to the attention of an officer who can recommend him.

**P**ROMPTNESS IN MAKING AN AWARD RECOMMENDATION is desirable but recommendations for all personal decorations, with the exception of the Distinguished Flying Cross, can be submitted for as long as three years after the fact. The Distinguished Flying Cross requires submission within two years.

The best "How to Do It" book on the subject of making an award recommendation is the *United States Navy and Marine Corps Awards Manual* (SecNavInst 1650.1D).

Those who read it will find that making an award recommendation is remarkably painless. All an officer needs is Form NavPers 1650/6, a pencil, pen or typewriter and the ability to explain facts in plain, simple English.

The officer who makes the recommendation is also expected to draft a sample citation to accompany the

award. Here again, a good source showing models of all citations can be found in the Awards Manual.

The manual also contains guidelines which should assist the recommender in selecting the appropriate decoration.

There can, of course, be differences of opinion concerning which award is appropriate. This, however, shouldn't deter one from making a recommendation. If the awarding authority thinks the person in question deserves a higher or lower award, adjustments can be made and no harm is done.

Some decorations awarded to members of the armed services are exclusively for heroism. Others are awarded for meritorious service or a combination of heroism, service and achievement.

The Medal of Honor, the Navy Cross and Silver Star Medal are among the decorations awarded for gallantry. To earn one of these, the recipient must perform a conspicuous act of heroism during conflict with the enemy.

**T**HE DEGREE OF GALLANTRY determines which of these decorations is awarded. For example:

The Medal of Honor is awarded for "conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty."

Frequently such heroism costs a man his life but



NAVY CROSS



NAVY AND MARINE CORPS MEDAL

a substantial number who receive the nation's highest military honor survive their heroic actions, proving that a recommendation shouldn't be avoided simply because the prospective recipient lives to tell about it.

The criteria for the Navy Cross and Silver Star, while not as demanding as the Medal of Honor, still require a high degree of heroism in the face of the enemy. The Navy Cross demands "extraordinary heroism" while the Silver Star recipient must demonstrate "conspicuous gallantry and intrepidity in action."

The Navy and Marine Corps Medal rounds out the list of awards which are given strictly for heroism.

## bulletin board

It differs from the combat awards mentioned above because it is awarded to a person who distinguishes himself by heroism not involving actual conflict with the enemy.

The Navy also awards medals for doing a difficult job extremely well. The difference in the type of medal given is determined by the responsibility involved and the degree of meritorious service rendered. For example:

The Distinguished Service Medal is awarded for "exceptionally meritorious service to the Government of the United States in a duty of great responsibility." The Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding service" and the Meritorious Service Medal for "outstanding meritorious achievement and/or service."

**A**S ONE MIGHT SURMISE, these decorations often are awarded to Navymen in highpowered jobs because the duty described implies considerable responsibility.

Such awards, however, need not be limited to those who are high in rank or in jobs of great responsibility. The Legion of Merit, for example, was awarded to a seaman apprentice who organized a rescue effort when he and his fellow drill team members came upon the scene of a nine-car train derailment in 1962.

Some decorations can be awarded to individuals for either gallantry or for meritorious service. For example:

- The Distinguished Flying Cross is awarded for "heroism or extraordinary achievement while participating in an aerial flight."

- The Bronze Star Medal is given to Navymen for "heroic or meritorious achievement or service not involving participation in aerial flight, while engaged in military operations involving conflict with an opposing force."

- The Air Medal is awarded for "heroic/meritorious achievement while participating in aerial flight." Often called the single mission or individual air medal, this type is shown by wearing stars on the award.

- The Air Medal is also awarded under the strike/flight system for meritorious achievement while participating in sustained aerial flight operations. This award is shown by numerals.

- The Navy Commendation Medal and Navy Achievement Medal form the foundation for the pyramid of personal decorations available to the Navyman for heroic or meritorious achievement or service. As in the higher awards, the appropriate medal is determined by the degree of performance. All Navymen may qualify for the Navy Commendation Medal, but only those below the grade of commander are eligible to receive the Navy Achievement Medal. This award provides tangible recognition in place of a Letter of Commendation for those who can't be adequately recognized in a fitness report.

**T**HE TWO REMAINING PERSONAL DECORATIONS available for service with the Navy are the Purple

Heart and the Combat Action Ribbon. Personnel killed or wounded as a result of enemy action rate the Purple Heart. The Combat Action Ribbon, on the other hand, is awarded to all Navymen below flag rank who actively participated in ground or surface combat.

Personal awards aren't the only recognition the Navy gives. Superior performance by units can also be recognized by the award of the Presidential Unit Citation, the Navy Unit Commendation or the Meritorious Unit Commendation.

The Presidential Unit Citation is awarded in the name of the President of the United States and requires outstanding performance in action. To be considered for this award, the unit must have rendered itself conspicuous by action comparable to that which would merit an individual receiving the Navy Cross.

The Navy Unit Commendation is awarded by the Secretary of the Navy to any unit which has distinguished itself by outstanding heroism in action which doesn't merit award of the Presidential Unit Citation or for extremely meritorious service not involving combat but in support of military operations.

The Meritorious Unit Commendation is also awarded by the Secretary of the Navy to units which have distinguished themselves under combat or noncombat conditions either by valorous or meritorious achievement which renders the unit outstanding when compared to other units performing similar service. This award is given when the service or achievement doesn't quite justify award of the Navy Unit Commendation.

**A** NAVYMAN'S SERVICE may also be recognized by the award of a number of campaign or service medals issued to individuals to denote participation in a campaign, war, national emergency, expedition, or to denote service requirements fulfilled in a creditable manner.

These awards are given to Navymen who served in specified units at specific times. Anyone can determine his eligibility by checking the BuPers Notice which covers the award.

### WITHIN ONE MICROSECOND

Navymen acquainted with the intricacies of maritime navigation know that locating a ship in the ocean's vastness depends, among other things, upon knowing exactly what time it is.

Recently, the Naval Research Laboratory developed a technique for transmitting precise time signals over long distances via existing satellite, communications and navigational systems. The signal was so accurate that it fell within one microsecond of being absolutely correct.

Navigators now set their chronometers by using portable cesium clocks which are sometimes known as atomic clocks. Such clocks are flown from their home at the U. S. Naval Observatory in Washington to calibrate local time standards in various parts of the world.

However, if the new technique proves to be successful, satellite, microwave and cable links will be used to reach all areas of the world.



## Have Something Interesting? Send it to ALL HANDS



**E**VERY NAVYMAN HAS A STORY he'd like to tell — about his unit, his shipmates, or himself.

Do yourself a favor and tell your story to ALL HANDS. Your article will then be brought to the attention of a Navywide audience, and you will have made a contribution to the Navy and yourself worth more than something as tangible as money. (Lucky for you, because by law, ALL HANDS does not have money to pay contributors.)

Readers may have noticed that ALL HANDS has changed. This is because the Navy is changing — along with the people in it — and we are attempting to keep you better advised of what's happening. And what's happening is exciting. But we can't get excited about something we don't hear, and that's where you come into the picture.

All Navy men and women — not only journalists, photographers and public affairs officers — are encouraged to submit material they consider of interest to others in the Navy. You are guaranteed only that your story will be carefully considered for publication, but it may be easier than you think to get it into ALL HANDS.

**H**ERE ARE A FEW SUGGESTIONS that may help you gauge our requirements and editorial standards:

- There's a story in the job you do. What you consider a routine, day-to-day job of the men on board your ship or in your command or unit may be just the story the rest of the Fleet will find interesting. Remember, it's only the man on the scene in a nuclear carrier, on a tug, or in the submarine service or the Seabees, who knows what's going on in his outfit. To others this is news, and this is the only way the rest of us can get to see how the different parts make the Navy work.

- Articles about new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical subjects, daily shipboard activities, Navy training, personnel on liberty or during leisure hours (sports, hobbies, recreation), Navy contacts with the community, humorous or otherwise interesting feature subjects, all are of potential interest to our readers.

- We do not ordinarily use poems (except New Year's logs), songs, change-of-command stories, group "watch-the-birdie" type photographs or editorial-type articles.

- Written material should be typed, double-

spaced on one side of the paper, with the writer's name and rate or rank shown in some conspicuous place on the copy. If the material is for ALL HANDS exclusively, please say so.

- Photographs which illustrate an article are important (but don't hold back a good story if you don't have pictures). Clear, well identified, 8-by-10-inch (if possible) glossy prints enhance the value of written material. All persons in photographs should be identified by full name and rate or rank if possible, and location and general descriptive information should be included in the caption along with the name of the photographer. Credit is given to photographers when appropriate.

- And don't hold back a good photograph because you have no story to go with it. We make frequent use of pictures which tell a story with brief written cutlines.

- Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photo with a sharp pencil or pen, do not staple or pin material to the photos, and do not send us negatives.

- We have limited authorization (funding) for color reproduction. If you have a good color transparency or 8-by-10 inch glossy print which portrays some aspect of the Navy, we'll consider it for an ALL HANDS color cover.

- Photos which have been released should be stamped "released" on the back along with the name and location of the releasing activity.

- If your material is timed for a certain date or event, it should be in the hands of the editor at least one month before the month of publication. Research, rewriting and security clearance may hold up material for some time after it reaches us, so if possible, submit your story two or three months in advance.

- A forwarding letter is not necessary.

- Address your material to:

Editor, ALL HANDS  
Pers-P31, Bureau of Naval Personnel  
Navy Department  
Washington, D. C. 20370

**I**F YOU ARE IN DOUBT as to the readability of your material, ask your PAO or journalist, where available, to check your style. If in doubt as to whether your story is appropriate for publication, ask your CO/XO to take a look.





## NAVY FAMILY NEWS

### House

AME1 William G. Cooper, Career Counselor for Training Squadron 25 at NAS Chase Field, Beeville, Tex., works on the premise that a Navy wife has plenty of say in her husband's plans for the future. Here Cooper calls at home of Seaman and Mrs. Richard Craig to present information which may have a positive influence on the husband's choice of a career. During such house calls the career counselor outlines various Navy and veterans' programs and benefits, and is able to provide information on civilian career opportunities for those who decide to leave the service.

His presentation is designed to provide the full



## DISTAFF CONFERENCE



At Charleston, S. C., Destroyer Squadron Six assembled a panel of Navymen to answer questions for Navy wives. After the conference, 140 wives had a better understanding of the programs and policies which affect their families.



**A**NSWERS TO QUESTIONS by Navy wives are sometimes buried in manuals and directives and only an expert can dig them out. At Charleston, Destroyer Squadron Six produced a panel of experts for a wives' orientation conference, and by the time the question-answer portion of the program was over, 140 wives of DesRon 6 Navymen had a better understanding of the programs and policies which affect their husbands, their families and themselves.

Rear Admiral Robert R. Crutchfield, Commander of Cruiser-Destroyer Flotilla Six, addressed the women on today's people-oriented Navy and their roles as Navy wives. PNC Frank A. Foyle, DesRon 6 Career

# Call Counselor

range of information on the many programs available in the Navy such as SCORE, NESEP, PACE, ADCOP, and many more.

He shows the couple the veterans' benefits that would be open to them such as aid to go to school, life insurance and medical assistance, upon return to civilian life. Cooper is also willing to help Craig and his wife decide on the field in which they would like to work if they should decide to leave the service. Cooper's mind (or brief case) also includes the basic information they need to know about entitlements they will receive if the husband "ships over."

—Photos by PH3 R. A. Shaw



Navy wives asked the questions and the admiral and his panel provided the answers.



Counselor, presented information on *Navy Wifeline*, Seavey-Shorvey and tips on moving household effects.

Career Counselor MMC K. W. Clark discussed survivor's benefits and the Uniformed Services Health Benefits Program. EN1 C. L. Denning, another Des-Ron 6 Career Counselor, briefed the women on Navy tradition and financial benefits.

Benefits available from the Veterans Administration and Social Security also were discussed, and a "no-holds-barred" question-and-answer session seemed to solve numerous individual puzzles.

For many of the enthusiastic wives, the only remaining question was: "When do we do this again?"

## BuMed Change Expedites Dependent Outpatient Program When You Change Duty Stations

**W**HEN YOUR DEPENDENT IS REFERRED from one medical facility to another, or when you change duty stations and will be checking into a new dispensary, you may take the dependent's outpatient treatment record with you.

This, in essence, was one recent change to BuMed Inst. 6150.1 series. It permits you—under certain conditions—to hand-carry your dependent's outpatient record and avoid a possible wait when reference to the medical history is needed at some other facility.

However, before turning a dependent's outpatient file over to you, the records office must make sure the jacket does not contain information which might have an adverse effect on you (the sponsor) or the dependent concerned, and that:

- The dependent's area of residence and specific treatment facility are known.
- If an adult, the dependent signs authorization (NavMed form 6150/6) which releases the record to you.
- You sign the NavMed form 6150/6 for custody of the record.

## San Diego Command Aims Speaker Program at Youth

**T**HE COMMUNICATION WITH YOUTH PROGRAM is part of the COMCRUDESAC Speakers Bureau, established last year to aid the public in gaining a better understanding of the Navy, its operations and its personnel. A group of young Navymen are now acting as public spokesmen, "telling the Navy story like it really is" to youth groups throughout the San Diego area.

The sailors, the average is 20 years old, provide



## bulletin board

information about the Navy, and their experiences in the military service, to junior and senior high school students, and church-affiliated and civic groups requesting guest speakers.

The Navy spokesmen, recently graduated from COMCRUDESPEC Speakers Bureau speech seminar, all have had previous experience in speaking to groups. They are currently serving on board various ships in the Force, and have volunteered for speaking engagements on their own time.

Such engagements are on an informal basis, and designed for small groups. Topics are oriented to the Navy in general, and not to specific subjects, unless desired by the requesting organization. To supplement the speeches a movie or slide presentation is usually given, followed by an informal question-and-answer session.

### Navy Federal Credit Union Chalks Up Winning Year—For You

**T**HE NAVY FEDERAL CREDIT UNION has entered the decade of the 1970s with an outstanding year of financial growth and expanded services for its members.

In the past three years, NFCU's assets have more than doubled—reaching over \$162 million—and during 1970, over 25,000 new members joined to bring the total membership to nearly 165,000 people.

NFCU has expanded its existing facilities and created new ones to better serve the Navyman and his family. New branch offices were opened in Naples, Italy, and Philadelphia, and two new branches are in operation in the Washington area.

Loan services throughout the continental U.S. have been enhanced by the operation of a 24-hour, seven-day-a-week service through NFCU's toll-free, direct dial IWWATS system. The worldwide cable wire network was also expanded to include 16 locations which offer loan and share withdrawal services.

The second edition of NFCU's Consumer Annual

### Next of Kin Travel Outlined in New Reg

If you're hospitalized in an area overseas from the domicile of your next of kin—for instance, your wife—and your attending physician determines that her presence is medically warranted, she and one other member of the family whom she chooses are authorized government transportation to see you.

This policy, as announced in NavOp 37 (25 Feb 71), applies to seriously ill or injured members of a military service or civilian employees of the Department of Defense or the Coast Guard.

Travel arrangements will be made in accordance with regulations of the sponsoring service. Transportation at government expense is authorized only for the overseas portion of the journey, via the Military Airlift Command (MAC) aircraft. Cost of travel to and from the MAC aerial ports, and costs of food and lodging, etc., must be at the expense of the next of kin.

### Streamer Added to Flag

It didn't take long. The official Navy flag and its 27 attached battle streamers, first unveiled earlier this year, already boasts another star—its 57th. (See ALL HANDS, Mar 71, p. 20.) The designation of additional campaigns in the Vietnam conflict means that, if you've earned the Vietnam Service Medal, you too may be eligible to add another star. SecNav Notice 1650 series announces the 12th and 13th campaign periods: Vietnam, Winter-Spring 1970 (1 Nov 69-30 Apr 70), and a campaign for which no name has yet been established (1 May 70-date to be announced).

supplemented the variety of brochures available to members for counseling on matters of consumer interest.

In 1970, the Credit Committee and its loan officers carefully reviewed over 80,000 loan applications and approved more than 76,000 of them—or 94 out of every 100—for an average loan of \$1921 and a total of \$146 million. The relatively few loan requests that were disapproved were denied in the best interests of the applicant—for instance, in a case where approval would have increased the person's debt structure beyond his capability to repay.

### Seabees Cease Recruiting Direct Input Petty Officers

**T**HE LAST COMPANIES of Directly Procured Petty Officers have completed training at the Naval Construction Training Unit, Gulfport, Miss. The total input of skilled petty officers to the Navy's construction forces from the Gulf Coast command reached 10,012 when companies 186 and 187 graduated in February. That's a total of more than 13 wartime-strength Seabee battalions.

The DPPO training program originated at the Naval Schools Construction at Davisville, R. I.—which added some 4800 petty officers to the Seabee ranks—before it was transferred to Gulfport in mid-1967.

Recruiters from across the nation sent 10,304 DPPO trainees to Gulfport for basic military training and Seabee indoctrination. The instructors of the Construction Training Unit were handpicked to ensure that all DPPO trainees would receive expert instruction.

The fact that less than 300 men failed to graduate proves two things, according to CTU Commanding Officer Lieutenant Commander Q. E. D. Lewis—Navy recruiters were selective in choosing men to enter the program, and the CTU instructor staff had the ability to motivate students to put forth their greatest effort so they could join the Seabee ranks.

Not only were the DPPOs highly motivated in the pursuit of technical training, but they were also enthusiastic in other aspects of Seabee life. The DPPOs responded to such emergencies as calls for blood donations from the civilian community and to

Navy and Air Force campaigns for blood to be used in Vietnam.

In August of 1969, more than 350 DPPO trainees were deployed to Pass Christian, Miss., to assist in search and rescue operations after Hurricane Camille.

Although Gulfport's CTU will no longer train DPPOs, the command continues to expand as a Seabee training organization. It now offers formal BuPers Class "C" courses in eight separate trades.

### BuPers Lists Procedures to Take To Reduce or Ease PCS Transfers

ONE ASPECT OF ADVANCEMENT IN RATE that has met with general disfavor among Navymen has been the possibility of an immediate PCS transfer. Although the number of these Permanent-Change-of-Station transfers has been minimal—only 1.6% for a three-month period—some are necessary because of allowance differences or urgent requirements affecting Fleet readiness.

In some instances these moves have benefited the individual. For example, many of the transfers involved 3rd class petty officers who would have been prevented from assuming the duties and responsibilities of the higher grade since they were in excess of their previous command's allowance. Advancement opportunities at overstuffed commands would decrease because of the lack of vacancies for on-the-job training or command sponsorship.

However, in view of the personal and family inconvenience involved and the detrimental effect on morale, the Chief of Naval Personnel has directed distribution commanders to reduce the number of these transfers to an absolute minimum and only as a last alternative. To this end, the following steps will be taken prior to issuing orders for a transfer due to advancement:

- Make use of rate substitution in determining excesses and shortages in command allowances.
- Solicit volunteers from activities having excess

### Flight Requirement Waived

Naval aviators who are otherwise entitled to flight pay, and who are assigned to courses of instruction expected to last 90 days or longer, are now eligible for flight pay during the course without logging the minimum flying time ordinarily needed to qualify. The flight requirement is waived for the entire month in which instruction begins and ends; that is, waiver is effective from the first day of the month in which the course starts, and extends through the last day of the month in which the course concludes. Effective date of the new ruling was last 11 January, which made February the first full month in which the flight requirement could be waived.

However, aviators may claim partial monthly credit, if they were enrolled in courses of instruction during 11-31 January. See AlNav 14 (24 Feb 71).

### 1971—"Off Year" Elections

Although 1971 is an "off year" for national elections, several states are holding elections this year. In at least three—Kentucky, Louisiana and Mississippi—most state offices, including the governorship, will be filled in 1971 and early 1972. Two other states—New Jersey and Virginia—are among those electing state legislators this year. Finally, of course, many cities and counties hold elections in any given year. Further information may be obtained from your voting coordinator or the county clerk in your county of residence.

State	Primary	General	For absentee voting:
Kentucky	25 May	2 Nov	County Clerk, county of residence
Louisiana	6 Nov, 18 Dec	1 Feb 72	Clerk of District Court, parish of residence
Mississippi	12 Oct	2 Nov	Clerk of District Court, parish of residence
New Jersey	8 June	2 Nov	County Clerk, county of residence
Virginia	8 June*	2 Nov	County Clerk, county of residence

\*Democratic primary only. Republicans nominated by convention.

manning rather than directing transfer to a particular individual.

- Attempt to make assignment in the same geographical area.

- If the transfer is absolutely mandatory, provide an explanation to both the individual and the command concerned of the reasons for the transfer.

- Monitor the transfer, ensuring that each individual is ordered only after all other alternatives have been explored to relieve the problem requiring this transfer.

### Navy Accepts EA-6B Aircraft For Training and Fleet Use

THE NAVY RECENTLY ACCEPTED delivery of the new EA-6B, a subsonic, all-weather, twin-turbojet, electronic warfare aircraft designed for carrier and land-based operations.

Delivery was made at the Whidbey Island Naval Air Station in Washington state. It will be used there for training and Fleet use.

The new aircraft is the first to be assigned to Tactical Electronic Warfare Squadron 129 which recently was established at Whidbey Island in support of the EA-6B. The squadron's primary mission is to train flight crews and maintenance personnel.

The new plane is a modification of the A-6A Intruder aircraft already at Whidbey. The EA-6B, however, is considered to be the most complex electronic warfare aircraft used by the Navy.

The plane requires an operating crew of four officers—a pilot and three highly trained electronic warfare officers whereas the Intruder required only a pilot and a bombardier-navigator. The purpose of the EA-6B is to jam enemy radars and thereby enhance the effectiveness and survivability of strike aircraft.

The EA-6B is expected to fill the need for night and all-weather capability in electronic warfare which has been highlighted by the conflict in Southeast Asia.

## Improving Navy Life in the **SEVENTH**



(L to R) PO3 J. D. Fay (Fighter Squadron 154, USS Ranger, CVA 61), SN R. Hairston (USS Ranger), SN R. G. Fulp (USS Ranger), and SN R. H. Hoffman (USS Oklahoma City, CLG 5) discuss ways to improve Navy life with VADM Maurice F. Weisner, COMSEVENTHFLT.

### COMSEVEN Visits the Only Non-American Ship in his Fleet, HMAS Perth

**V**ISITING SHIPS IN THE TONKIN GULF is nothing new for Vice Admiral Maurice F. Weisner, commander of the Seventh Fleet. But such a visit is unique when Admiral Weisner chooses to inspect the only non-American ship in his fleet, the Australian guided missile destroyer *Perth*.

Crewmen lined the rails of both *Perth* and the admiral's command ship, USS *Oklahoma City* (CLG 5) as the sleek Australian ship moved alongside the lumbering guided missile cruiser. Playing "Waltzing Matilda," the admiral's band lent a festive air to the occasion.

Lines were exchanged, and in minutes the admiral was crossing the 100 feet between them in a swinging highline chair.

Aboard *Perth*, ADM Weisner was greeted by Captain I. N. Burnside, the ship's skipper. On the ship's bridge he settled in Burnside's chair while chatting with the men on watch.

After speaking to *Perth's* crewmen the admiral began a quick tour of the ship, first visiting the chief petty officers' mess. There he discussed the changing attitudes in the American Navy, aimed at making U. S. Navy life more attractive and enjoyable.

Stopping later in a crew's quarters he closely inspected a bulkhead blanketed with photos taken of the Australian sailors during their ports of call. He asked some crewmen what was their favorite port in

the Southeast Asia area and they all answered, "Subic Bay, sir!"

Like his American counterpart, the Australian sailor is always thinking of the return voyage home. When the admiral asked another *Perth* sailor if he thought a six-month deployment was too long, the sailor said, "Admiral, even one month is too long!"

### Cargo-Loading Technique Developed on West Coast May Save \$2 Million a Year

**A** NEW TYPE OF PALLET, designed specifically for loading cargo in seagoing truck-trailer vans, may save the Federal Government as much as \$2 million a year.

Development of the new pallet was coordinated by Navy Captain Jackson L. Schultz, Commander of the Military Ocean Terminal, Bay Area (MOTBA), Oakland, Calif. CAPT Schultz started his idea rolling over a year ago when he was Deputy Commander of MOTBA, which is the largest military port complex and container freight station in the nation.

The shipping industry has greatly increased its use of sea vans for major cargo, and about 20 thousand of these vans are filled each year at MOTBA. Most of the huge containers are packed with cargo resting on wooden pallets to facilitate loading and unloading by forklift trucks.

The pallets being used for this were overengineered for the job—although these durable skids were appropriate for extensive reuse in warehousing operations,



# FLEET

during the sessions and promised to find answers to the rest. "These items are of considerable importance to those who have asked the questions," he said, "and I intend to implement their suggestions wherever it is possible." Weisner personally responded to each question which was not answered during the meetings.

Were the meetings worthwhile?

"I don't think there's any question that they were," said Admiral Weisner. "They gave me a better appreciation of what our young Navymen are up against, and I think there are a great many things—many of them little things—we can do to make life more pleasant for our men."

One participant said, "I think it's great for someone like Admiral Weisner to take the time to listen to our problems. He really seemed concerned about them, and I think he'll do everything he can to help us."



Top: Junior officers from Seventh Fleet units listen as VADM Weisner talks about ships' schedules during a meeting on improving Navy life. Above: Mail service was one of the topics VADM Weisner, AN P. W. Barclay and P03 Fay discussed.

they were not required for the relatively simple task of loading and unloading the vans since the pallets, once used in this operation, were largely expendable.

Pallet boards meeting the prescribed military specifications varied in cost from \$3.60 to \$5.50 per board. Because MOTBA alone uses over 250,000 pallets a year, CAPT Schultz recognized that even a minor reduction in cost per unit would represent a substantial over-all savings.

Working with the various interested agencies—NAVSUP (responsible for development of MILSPEC's governing pallets), the Defense General Supply Center (single manager for pallet inventories), and Army Material Command (the main customer) — CAPT Schultz coordinated the development of a new pallet which costs about \$2.50.

MOTBA's parent unit, the Western Area command of the Military Traffic Management and Terminal Service (MTMTS), was the first to adopt the new pallet, and was followed by its Eastern Area counterpart.

To date, the projected savings of \$825,000 for MOTBA alone have been officially validated by the Army Audit Agency. Additional procurements of this pallet reported by other activities appear to bring total savings — in less than a year — to about \$1.3 million. It is anticipated that as more military and other federal overseas shippers switch to the new, cheaper pallet, savings will reach \$2 million annually.

CAPT Schultz has received numerous awards in recognition of this money-saving idea.

## Coronado Seabees Develop Anti-Pollution Campaign

WITH OCEAN POLLUTION INCREASING, the Navy has taken the initiative in an attempt to reverse the trend, and Seabees of Coronado's Amphibious Construction Battalion One (ACB 1) are helping point the way.

ACB One's antipollution campaign is being developed on three fronts: prevention, education and control of problems such as large oil spills.

To help prevent pollution, such commonsense measures have been taken as placing drip pans under all mechanical equipment and providing waste tanks on piers for used petroleum products. Such measures go far in preventing oil from reaching the bay.

In the field of control and education, two of the battalion's men have wide experience in fuel handling and pollution control. They recently attended the two-day oil spill workshop at the Navy Civil Engineering Laboratory (NCEL) at Port Hueneme.

The workshop was a symposium on the Navy's storehouse of tools to fight oil pollution. Some techniques include booms, both chemical and mechanical cleanup methods, primarily involving floating suction devices, and a converted LCM-6.

The workshop participants traded information on individual problems for consideration and innovative solutions. The discussions also had a side effect of guiding the Naval Facilities Engineering Command and NCEL in future research and development work.

## A NEW FRINGE BENEFIT IN THE MAKING

# A Pilot Legal Assistance Program

**A** NEW FRINGE BENEFIT is in the making. It aims at providing free legal assistance for Navymen who would be eligible for such services from a civilian legal aid society, the Office of Economic Opportunity or other public service. It is designed particularly to benefit Navymen in pay grades E-3 and below.

The Office of the Judge Advocate General has authorized setting up a pilot legal assistance program for Navymen in the states of Pennsylvania, New Jersey, Florida, California and Hawaii. Under the program, legal assistance officers will be permitted to represent Navymen before local courts in cases specified by local and state bar associations. Some of the cases may include adoptions; name changes; routine (short form) statutory probates of small estates; divorce, separation, child custody matters; paternity; nonsupport, collection of security deposits and debts; actions involving conditional sales contracts or warranties; minor tort cases (particularly when there is a clear claim and an unjustified refusal to pay); defense of disputed indebtedness; and criminal defense in traffic or minor misdemeanor cases.

**B**ECAUSE NAVY LAWYERS are rarely members of the local bar association, they could, heretofore, do little more than advise their clients, then refer them to other attorneys who were members of the local bar and who could represent the client in court.

The new legal assistance program will make it possible for Navy lawyers to represent in court Navymen eligible for civilian legal assistance at no cost.

Obtaining permission for Navy lawyers to practice before the courts in states where they are not members of the bar, however, is one of the greater obstacles which JAG must overcome before the legal assistance pilot program can get underway.

Under the program, JAG seeks to make it possible for a Legal Assistance Officer to provide full representation for his client.

This could mean freedom for him to write letters on his client's behalf, to negotiate in his client's behalf with another party (or his attorney), to prepare all types of legal documents (including pleadings) and to appear in court as his client's attorney.

Legal Assistance Officers have, in some instances in the past, been permitted by local courts to appear in a Navyman's behalf. However, to secure the universal right for Legal Assistance Officers to represent eligible Navymen in the types of case mentioned above, agreement must be made with the various state and local bar associations.

**I**N SOME CASES, the permission of the state supreme court must be obtained. In California, a change in the law may be necessary to permit attorneys who

are not members of the state bar to practice before the state courts.

For purposes of the pilot program, the state of New Jersey now permits legal assistance officers to practice within the limits of the agreement made with the State Director of Legal Services and the Supreme Court.

In Florida and Hawaii, the possibility of obtaining the necessary permission for Navy attorneys to practice before the state's courts seems excellent.

In California, an agreement may be forthcoming but, since a change in law rather than rules may be involved, more time will likely be involved.

There are, in fact, several methods which can be employed to get Navy lawyers before the court in California and elsewhere. For example, a legal Assistance Officer could be specially admitted to the bar of the state where he is stationed during his tour of duty, on a year-to-year or a case-by-case basis.

He might also be permitted to associate with an Armed Forces Reserve lawyer or a cooperating civilian attorney who is a member of the bar. The Navy lawyer could then represent his Navy client in court. In some cases the civilian attorney's presence in court may not be required.

The future of the new legal assistance program looks promising because the American Bar Association has already given its approval and support to the proposed extension of military legal programs.

The Department of Defense considers the expansion of military legal assistance programs sufficiently important to give it priority with regard to personnel and material resources over competing programs.

**W**HEN THE PILOT PROGRAM is completed, the results will be evaluated by the Office of the Secretary of Defense which will consult with the American Bar

## EPDOLANT Commended

The Navy men and women at Enlisted Personnel Distribution Office Atlantic (EPDOLANT) came in for some praise recently when one of their customers sent a message forwarding its "... deep appreciation, admiration and gratitude." During a recently completed Mediterranean deployment, the oiler USS *Seattle* (AOE 3) lost through transfer a total of 111 experienced crewmembers who left the ship following its deployment.

Timely action by EPDOLANT ensured that she received 115 replacements "... the large majority of them in sufficient time to provide at least some contact turnover and on-the-job training before the full load fell on the replacements' shoulders."

Association and the Office of Economic Opportunity.

From these consultations, mutually satisfactory decisions can be expected with regard to continuing the expanded efforts to give complete legal services to military personnel and their dependents who are unable to pay legal fees.

In the meantime, the Office of the Judge Advocate General will continue, as it has in the past, to give

Navy men and their families advice and counsel in such matters as domestic relations, wills, powers of attorney, taxes and a host of other services which JAG calls preventive law.

Preventive law also includes helping Navy families before they get into difficulty by advising them on their personal legal affairs which includes such matters as contracts and sales agreements.

## OPEN TO LINE, STAFF OFFICERS AND LDOs

# Temporary Spot Promotions Extended

**T**HE TEMPORARY "SPOT" PROMOTION PROGRAM has now been extended to include all line, staff corps and limited duty officers who are serving in or may be ordered to billets requiring an officer of higher rank.

Because of shortages in certain classes of officers—primarily LTJG, LT and LCDR in the operating forces—the Secretary of the Navy has affirmed the need for temporary promotion of certain officers in specified classes to meet the needs of the service.

Staff, line and limited duty officers serving in or ordered to billets authorized by the Chief of Naval Operations are eligible for the spot promotion if they meet the other requirements outlined in SecNavInst 1421.3B (12 Feb 71). These include:

- One year in grade for LTJGs, two years in grade for LTs, and three years in grade for LCDRs.
- A minimum of one year of service remaining in the qualifying billet following the date of recommendation for spot promotion.
- Recommendation of the commanding officer or the Assistant Chief for Personnel Control, in most cases following a three-month evaluation period working in the qualifying billet.

**I**N SOME INSTANCES — usually involving "spottable" Vietnam billets—the three-month evaluation period may be waived. In this case, the officer will usually be promoted upon detachment from his previous command.

An officer whose Projected Rotation Date would preclude eligibility for a spot promotion may request adjustment of the rotation date to meet the time requirement. A Reserve officer on active duty whose scheduled date of release to inactive duty would make him ineligible for a spot promotion may request an extension—for a minimum of six months—in order to qualify.

Service under a temporary spot promotion is considered only as service in the grade that the officer would have held if he hadn't been so promoted. As a result, spot promotions don't influence an officer's eligibility under the normal selection process.

In addition, time in grade under a spot promotion doesn't count toward establishing eligibility for another spot promotion to a higher rank. An officer's position on the lineal list of the Navy won't be changed.

**T**HE FINAL APPOINTMENT will be made only after recommendation by a special selection board—convened by the Secretary of the Navy at least once a month. Officers who receive spot promotions are entitled to pay and allowances of the grade to which they're appointed from stipulated appointment date.

For more detailed information, see your personnel officer.

## List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Woodstock* (C) (WS): Documentary.

*Little Fauss and Big Halsy* (C) (WS): Drama; Robert Redford, Michael J. Pollard.

*Adam's Woman* (C) (WS): Drama; Beau Bridges, Jane Morrow.

*Shoot-out at Medicine Bend*: Western; Randolph Scott, Angie Dickinson.

*The Bird With the Crystal Plumage* (C) (WS): Suspense Drama; Tony Musante, Suzy Kendall.

*The MacKenzie Break* (C): War Drama; Brian Keith, Helmut Griem.

*The Baby Maker* (C): Drama; Barbara Hershey, Collin Hume.

*Come September* (C): Comedy; Rock Hudson, Gina Lollobrigida.

*The Vampire Lovers* (C): Horror; Ingrid Pitt, Pippa Steele.

*Giant* (C): Drama; James Dean, Rock Hudson.

*The Twelve Chairs* (C): Comedy; Ron Moody, Frank Langella.

*Who's Got the Action?* (C) (WS): Comedy; Dean Martin, Lana Turner.

*Tora! Tora! Tora!* (C) (WS): War Drama; Jason Robards, Martin Balsam.

*The Moonshine War* (C): Drama; Richard Widmark, Alan Alda.

*Quackser Fortune has a Cousin in the Bronx* (C): Comedy; Gene Wilder, Margot Kidder.

*Hud* (WS): Drama; Paul Newman, Patricia Neal.



News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Pers-P31, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Hornet (CV12) (CV 8)** — A reunion of former Navy and Marine crewmembers will be held in Annapolis, Md., 25 - 27 June. The contact for information is Tom Prophet, P. O. Box 15, Annapolis, Md. 21404.

• **uss Orleck (DD 886)** — The ship will be host for a 25th anniversary reunion on 5 June at Admiral Baker Field, Navy Recreation Center, San Diego.

• **uss Alkaid (AK 114)** — A reunion of former crewmembers will be held in Sarasota, Fla., 9-10 July. For details, contact Bill Frank, 2329 Sunnyside Place, Sarasota, Fla. 33579.

• **uss Knapp (DD 653)** — Former crewmembers will meet in Lancaster, Pa., 9-10 July. Francis Wickenheiser, 1109 Pleasure Rd., Lancaster, Pa. 17601, has the details.

## Ship Reunions

• **uss Washington (BB 56)** — The 10th reunion will be held at Hyannis, Cape Cod, Mass., 19-22 July. For information contact John A. Brown, Executive Director, **uss Washington Reunion Group, Inc.**, Box 27035, Columbus, Ohio 43227.

• **uss Enterprise (CV 6)** — The **Enterprise Association** will hold its biennial reunion in Newport Beach, Calif., 28-31 July. For information, former crewmembers, pilots and aircrewmen may contact Everett Ratliff, 8661 Crescent Ave., Buena Park, Calif., 90620.

• **519th Seabee Maintenance Unit** — Former members of the 82nd Construction Battalion, 519th CBMU, will hold a reunion in San Francisco 12-15 August. For details, contact James MacGruer, 1114 Fremont Ave., Los Altos, Calif. 94022.

• **35th Seabees** — The 26th annual reunion will be held in Providence, R. I., 3-6 September. Phil Silver, 924 Stratford Court, Westbury, Long Island, N. Y. 11590, has full information.

• **PT Boaters of WW II** — Former PT boaters, including members of squadron, base force, tender, supply, medical, intelligence and staff units, will hold a reunion in Oshkosh, Wisc., 3-6 September. For information and reservations, contact J. M. "Boats" Newberry, PT Boats, Inc., P. O. Box 202, Memphis, Tenn. 38101.

• **uss Canberra (CA 70) (CAG 2)** — A reunion will be held in Mt. Pocono, Penna., 15-17 October. Jerry Der Boghosian, P. O. Box 1602, Portland, Me., 04104, has the details.

• **Pearl Harbor Survivors Assoc.** — The 30th anniversary reunion will be held in Honolulu 1-14 December. For information, members should contact the Pearl Harbor Survivors Assoc., P. O. Box 9212, Long Beach, Calif. 90810. Write this address for details.

• **uss Worcester (CL 144); uss Roanoke (CL 145)** — Former crewmembers of either ship who are interested in a reunion should contact QMCM R. J. Shiel, NRTC, 640 Plantation St., Worcester, Mass. 01605.

## All-Volunteer Force

SIR: In its effort to achieve an all-volunteer military force by the target date of July 1973, the Department of Defense is trying to make a military career a very attractive prospect.

One area in which I would like to see improvement is dental care for dependents. Dental costs are as high as hospitalization costs and — since dependents are not eligible for free dental care—these costs are a real burden on the Navyman's budget.

Do you think the Navy will ever have dental care for dependents?—YN2 R.C.G.

• *There is currently no program of regular dental care for military dependents and military facilities are specifically prevented by law from providing dental care for dependents, except for those outside the United States, or at remote locations where adequate civilian facilities are unavailable, or in emergency cases.*

*In the 90th Congress, the Special*

*Subcommittee on Military Dental Care conducted extensive hearings on the question of dental care for military dependents and concluded that their dental care needs were not being adequately met—or, if they were met, resulted in significant financial hardship.*

*The Subcommittee recommended establishing a program of dental care modeled after the CHAMPUS program. This would have provided for the major portion of care coming from civilian sources with the dependents paying a portion of the cost and the government paying the remainder.*

*Proposed legislation was not passed by the 90th or 91st Congress. A bill (H.R. 1013) has been introduced into the 92nd Congress which would provide additional dental care for dependents of uniformed services personnel.—Ed.*

## Flat Hats and Berets

SIR: My questions concern the regulations governing specialized Navy

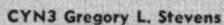
headgear. First, when were the last of the Navy's blue flat hats issued? And, what Navymen are authorized to wear berets with their uniforms?—EM1 J. A. H.

• *On 18 Dec 1962 the Secretary of the Navy approved deletion of the blue flat hat from the minimum outfit for enlisted men. This policy was established effective as of 1 Apr 1963.*

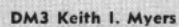
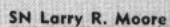
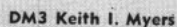
*The Navy has not authorized berets to be worn with any regulation Navy uniform. However, members of the Navy's Seal Teams serving in overseas locations and Navy advisors serving with the Vietnamese Junk Force have in some instances been noted to wear berets with combat fatigue uniforms, apparently in a gesture to conform with their Vietnamese counterparts. The combat fatigue is not a Navy uniform but is worn by certain Navy-men involved in combat operations.*

*This information was passed along by the cognizant office in BuPers.*

—Ed.



**ETR2 Charles A. Brown**



# TAFFRAIL TALK

"**D**URING A TIME IN OUR COUNTRY'S, and thus our armed services', history when we seem to be preoccupied with words such as relevance, youth, the establishment, segregation, polarization, lifer, short-timer, et cetera, the terms team and teamwork might seem anachronisms.

"Yet over the last 18 months, I have watched these men of Wexford—officers, chiefs, petty officers, nonrated, black, white, perform feats of innovation, stamina, and technical competence that were nothing short of heroic.

"In this time we have passed through a rigorous cycle that included shipyard overhaul, refresher training, amphibious training, and a very arduous deployment in the Western Pacific.

"Our missions required stamina, cooperation, bravery, compassion, patience, diplomacy, and frequently, brute strength—but in every instance, professionalism.

"These men assembled here acquitted themselves in every case in the highest traditions of the naval service. The impact of such words as relevance, generation gap, racism and other terms in the current vernacular is as nothing in the face of such achievement.

"In this last statement of recognition of effort I cannot overlook the sacrifices that the wives and families of these Navymen have made. Their moral support and strength in the face of the long absence of husbands and fathers are the stuff of real heroism. I am proud to have been part of this team."

(Such was the way LCDR Michael J. Brown described the officers and men of the landing ship *uss Wexford County* (LST 1168) during a recent change of command ceremony at San Diego, Calif. His farewell words could very well describe all the officers and men of today's Navy.)

★ ★ ★

The former commanding officer of *uss Wasp* (CVS 18) has been authorized by the Governor of Massachusetts to break the speed limit.

Captain John F. Gillooly, who relinquished his command of the antisubmarine warfare aircraft carrier to Captain K. H. Lyons a short time ago, now has the authority to ignore speed signs in the Bay State's historic Middlesex County—as long as he does it on Patriot's Day and his "vehicle" is a horse.

The exclusive privilege was awarded Gillooly as a recipient of the Paul Revere Patriot's Scroll during the change of command.

Patriot's Day, celebrated in April in the Bay State, commemorates the midnight ride of Paul Revere and William Dawes through colonial Massachusetts warning of British troops.

If Captain Gillooly, who was transferred to Washington, happens to be in Boston on Patriot's Day, he'll also be entitled to wear a three-cornered hat, fire a musket at redcoats—when he can see the whites of their eyes—in defense of Bunker Hill, and "light up the town" by hanging not more than two lanterns in the Old North Church.

*The All Hands Staff*

## ALL HANDS

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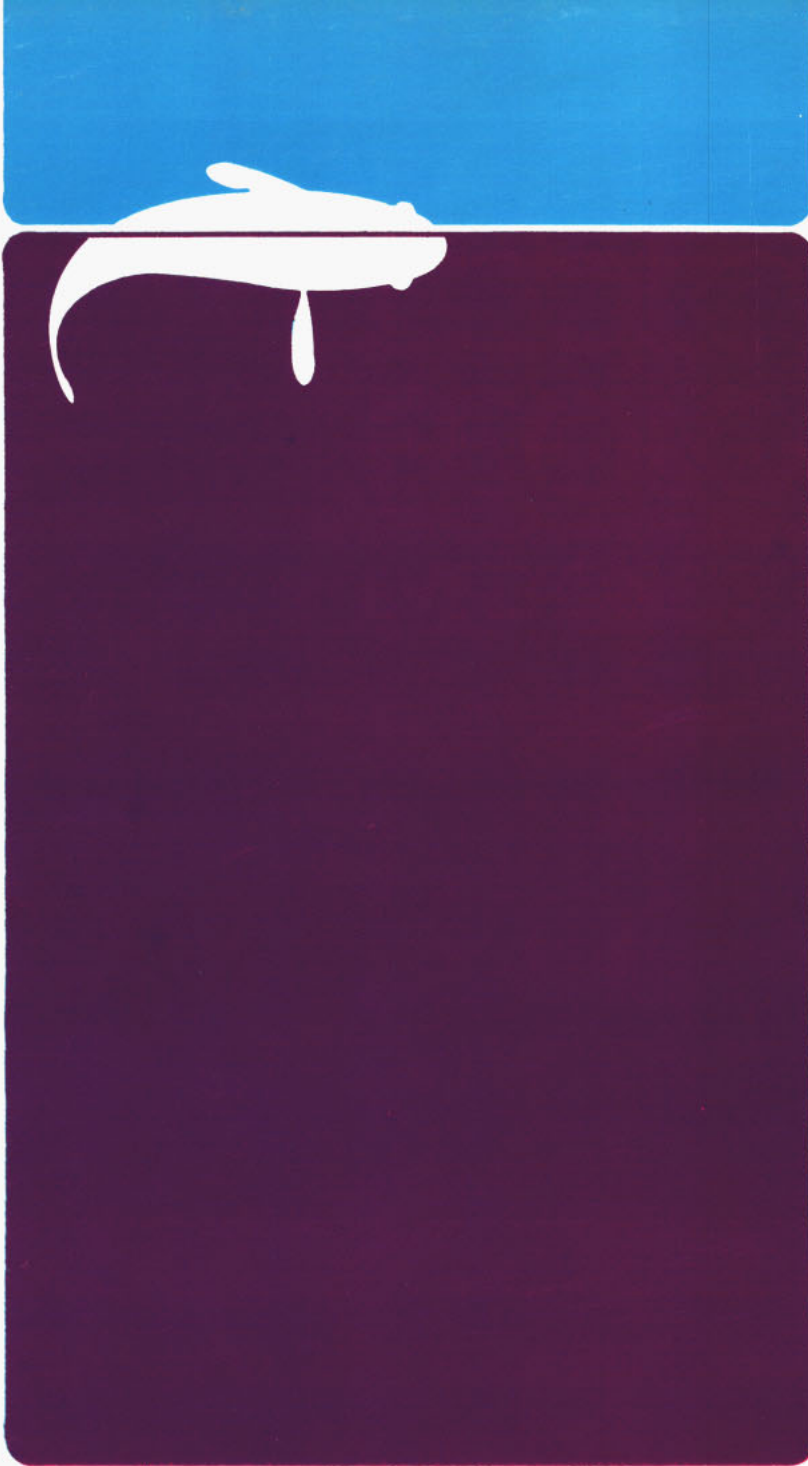
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• **BIG MOTH**—An SH30 helo employed by AIRTEVRON ONE (V. 1) in the test and evaluation of anti-submarine Warfare Systems appears ready to swallow its plane captain as he performs maintenance on the aircraft. Photo by PH3 J. H. Austin.







**ECOLOGY**

**EVERYONE'S CONCERN**